

# Newfoundland.














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# EWFOUNDLAND

at the  
**Beginning of the  
20th Century....**

**A Treatise of History  
and Development.**

Nation Building Series.

By REV. M. HARVEY, LL.D., F. R. S. C.

The Scenic Attractions of Newfound-  
land are Great in Diversity and  
Beauty and Its Summer Climate  
is Delightful.

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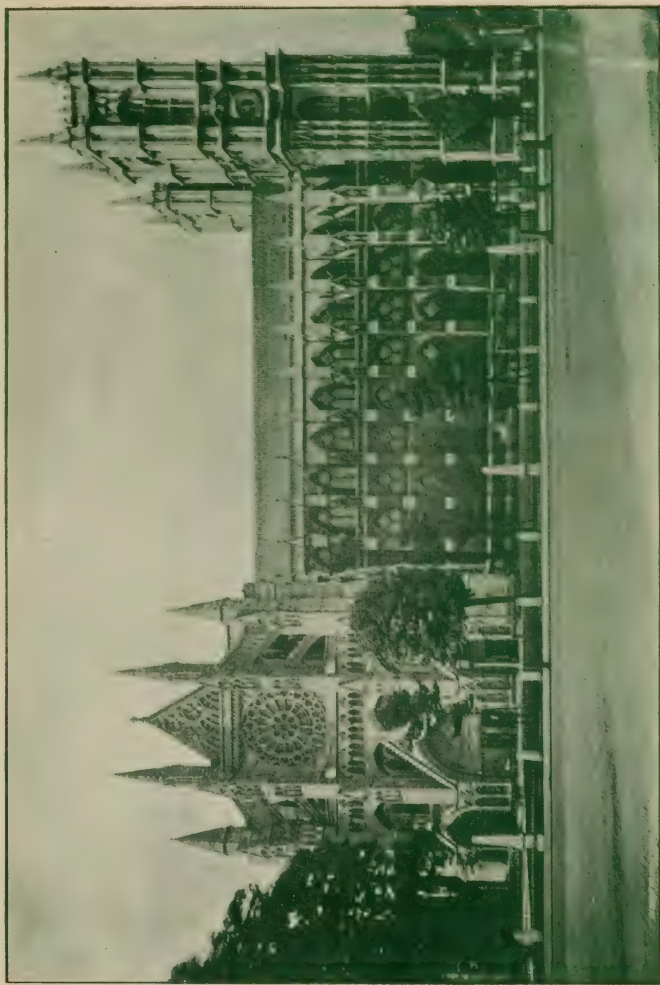


CROWN OF

EDWARD VII



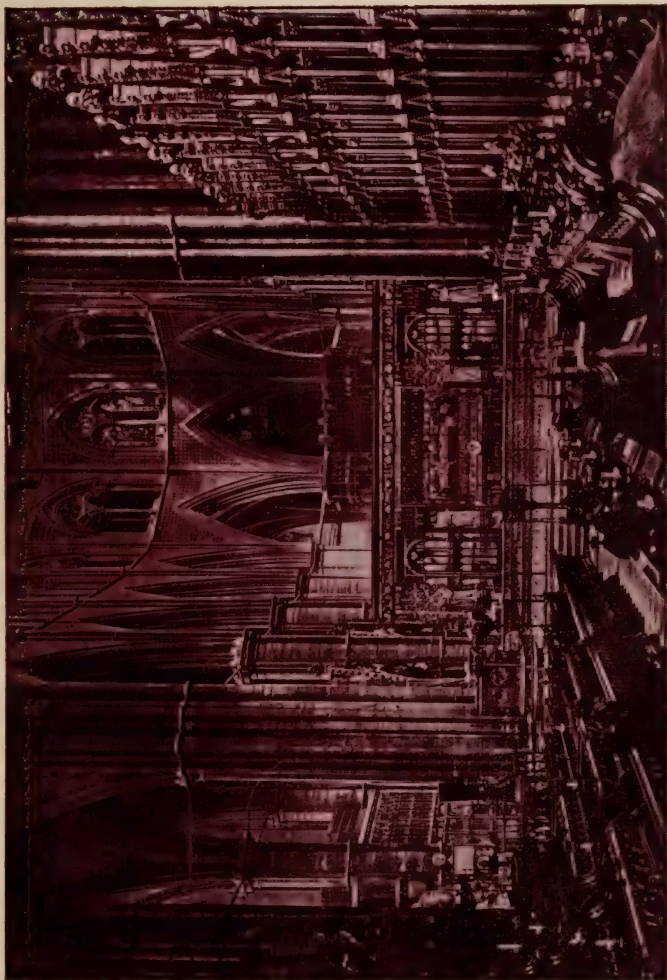




WESTMINSTER ABBEY







WESTMINSTER ABBEY.—THE CHOIR.



## INTRODUCTION.

After an isolation of 400 years, the people of Newfoundland have, by the completion of the Trans-Insular Railway, been brought in touch with the outside world. During this long period the conditions of life were most primitive. Until a date quite recent the colony was without roads, without agriculture, without manufactures and without the most ordinary conveniences.

To the inhabitants of Newfoundland through all those dreary centuries there was not even the boon of an alternative. Their sole and inevitable fate was to dwell on the rock-bound coast and follow the treacherous main. Here generation after generation has existed, confronting the pitiless rigors of the climate and the terrors of the sea. To endure and survive these extreme hardships and perils, implied more than a mere rude subsistence. It was from this hard discipline of privation and self-sacrifice that heroic qualities were evolved. This is the reward, of far greater worth than all material gains, which Nature gives to those who abide with her and whose destinies are in her keeping.

If those whose lives have been cast amidst the stirring scenes of this fast-advancing age, coming to this peaceful land, have new and valuable ideas to impart, so have they in turn much to gain. To rest for a time from life's warfare

amidst these tranquil scenes is to gain new health and nobler aspirations. It is to realize the true import of life.

Newfoundland is no longer a remote and an inaccessible island. It can now be reached in a few hours by rail with all the comforts of modern travel, save a six hours sail in an elegant steamship. Warm suns, genial skies and the bright landscapes of a fair country await the comer, and this welcome is emphasized by an earnest and a kindly people, who, like other earthly pilgrims, are struggling along the rugged path of life, toiling, hoping, aspiring amidst successes and defeats, in sunlight and in gloom, for the better days to come.

At no period in its history have the prospects of the colony been so bright as at the present time. The railway has wrought a change in its internal affairs and in its relation to the world at large, which involves a material and social revolution. New men, new life, new industries and new customs are the inevitable results that must come from this great public work.

This book appears at the dawn of this advancing movement, with the purpose and the hope of aiding in its progress. It is a concise statement of history and development presented in attractive form and is commended to seekers for information of this ancient colony, of whose auspicious destiny it is prophetic.

The Rev. M. Harvey, LL.D., F. R. S. C., whose writings have enriched the literature of the colony, is the author of the within text.



His Imperial Majesty King Edward VII.





Her Imperial Majesty Queen Alexandra.





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# NEWFOUNDLAND.

## CHAPTER I.

### HISTORICAL OUTLINE.

THE History of the Island of Newfoundland presents many points of great interest, and connects itself closely with that of both England and America. Its story begins only five years after the discovery of America by Columbus. In 1497, John Cabot the discoverer of North America, touched these shores on his first memorable voyage, and made known the existence of this great island. Eighty-six years afterwards, England formally took possession of the island which was hers already by right of discovery, and here Sir Humphrey Gilbert first raised the flag of England in the New World and planted the first English Colony. England achieved her first success in maritime discovery and colonization here. Besides, it was in prosecuting the rich fisheries in its encompassing waters that English sailors first learned how to rule the waves, and thus were laid the foundations of England's maritime supremacy.

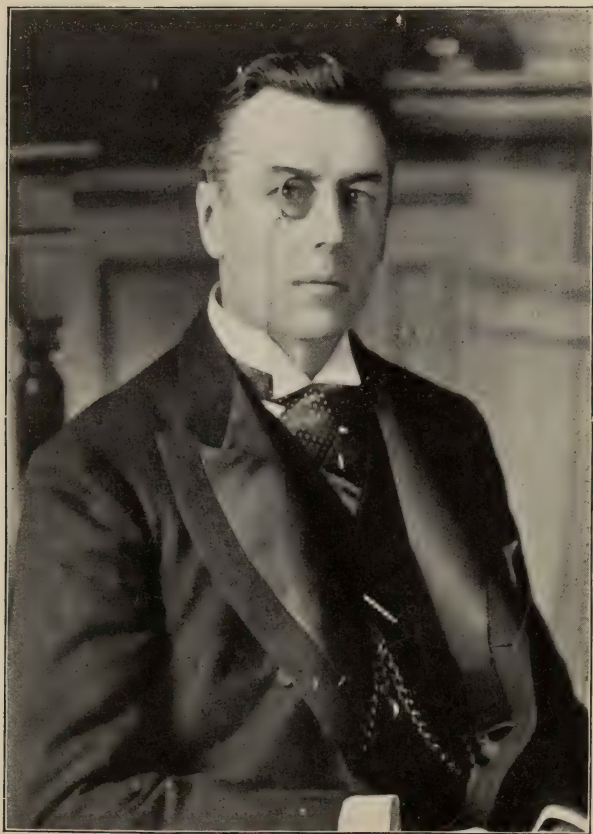
To guard and extend these fisheries, colonies were first planted on the North American continent, and thus the beginnings of Anglo-Saxon occupation of these vast territories were secured. The history of Newfoundland connects itself closely with the great struggles between England and France for the possession of North America which ended in the capture of Quebec by Wolf in 1759. During the continuance of the great duel between the two nations the French made many

attempts to obtain and hold possession of Newfoundland, but by the treaty of Utrecht (1713), they renounced all territorial rights in the island. Unfortunately however, they were granted permission to fish and dry their fish on a portion of the coast, about 700 miles in length, a concurrent not an exclusive right; and afterwards the islands of St. Pierre and Miquelon at the mouth of Fortune Bay were ceded to France for the shelter of her fishermen. The treaty rights thus given to the French have been a great drawback to the prosperity of the colony, and are still a serious incubus on its progress.

After the days of Sir Humphrey Gilbert (1583), various attempts were made to colonize the island, but without any marked success. The names of John Guy (1610), Sir George Calvert (1623), and Sir David Kirk (1638), figure among the colonizers.

In 1615, Captain Richard Whitbourne was sent out by the Admiralty of England to establish order among the fishing population; and in 1622, on his return to England, he published a book called «A Discourse and Discovery of Newfoundland.»

All this time, however, a race of hardy industrious men were gradually, though slowly, settling themselves on the shores of the island, attracted by the rich fisheries. These fisheries were at first carried on by migratory fishermen from England, who spent the summer in fishing, and returned on the approach of winter. As many as 200 English vessels, mainly from the west of England, employing 10,000 men and boys, frequented these waters from 1600 onward. These fisheries were declared to be «the stay and support of the west counties of England,» and «the fisheries were worth £100,000 annually to British subjects,» an immense sum in those days. This lucrative fishery was carried on by certain English «merchant adventurers»



Rt. Hon. Joseph Chamberlain, M. P.,  
Secretary of State for the Colonies.



as they were called who made it a monopoly, and in order to do so they induced the English government to pass laws prohibiting settlement in the island and compelling all fishermen to return to England at the close of the fishing season.

It was made a penal offence to enclose or cultivate the smallest piece of ground. Without a special license no house could be built or repaired. These absurd and oppressive laws, preventing the settlement of the island, were in operation for more than 150 years, and it was not till the beginning of the present century that the last of them were swept from the statute book. The celebrated «Fishing Admirals» were the administrators of the law and oppressed the people sorely.

All this time, however, a sturdy, industrious population in spite of these cruel laws, were settling and making homes for themselves around the shores of the island. They held their ground and increased in numbers, and courageously fought the battle of freedom. England at last awoke to the injustice and cruelty of these laws, and they were gradually repealed; but so late as 1799, houses were pulled down in St. John's by order of the Governor because built without a license, and the restrictions on building and enclosing ground were not entirely removed till 1820. Only then did progress become possible. In 1804, the resident population numbered only 20,500.

In 1832, England granted to the Colony the great boon of representative government, and in 1854, responsible government. Progress was rapid. Roads were made, bridges built and provision was made for the establishment and maintenance of education. The country began to be explored and opened up. A geological survey of the island was begun in 1864, and its natural resources were found to be great.

The first copper mine was opened in 1864, and was speedily followed by others. In 1866 the Atlantic cable found a resting

place on the shores of the island, and connected it with England and America.

Steam communication direct with Europe and America was established in 1873; and in 1884 the first railway, eighty-three miles in length, between St. John's and Harbor Grace, was opened.

In 1893, a contract was made for the construction of a trans-insular railway from the capital to Port-aux-Basques (548 miles), over which regular trains began to run on July 24, 1898, and a fine steamer in connection with it, makes the run across Cabot Strait to North Sydney, Cape Breton in six hours. Iron and copper mines are now worked in various localities. The population (1898), is about 210,000.

A fine dry dock is built in St. John's. The annual value of agricultural products is over \$750,000, and the value of land under cultivation, together with the cattle, sheep and horses, over \$2,500,000.







His Excellency Sir Cavendish Boyle, K. C. M. G., Governor of Newfoundland.



## CHAPTER II.

### GEOGRAPHICAL OUTLINE.

The geographical position of the island is unique and singularly important and commanding. Anchored at no great distance off the North American continent, and stretching right across the entrance of the Gulf of St. Lawrence, to which it affords access at both its northern and southern extremities, it might be regarded as a place of arms, and defence, for the power that holds it possesses the key of the St. Lawrence. It may be compared to a huge bastion thrown out into the North Atlantic, which if duly fortified and armed, could be made the Gibraltar of the surrounding seas. Its southwestern extremity is within sixty or seventy miles of Cape Breton, which is substantially the eastern point of Nova Scotia, while its most eastern projection, Cape Spear is but 1,640 miles distance from Ireland. Thus it forms as it were a stepping stone between the Old World and the New. In regard to size it counts tenth among the islands of the globe. Its greatest breadth is 216 miles, and its greatest length about the same; its area is 42,000 square miles. It is almost equal to the Empire State of New York; twice the size of Nova Scotia, and one-sixth larger than Ireland. In shape it is roughly triangular, having a wide southern base between Cape Race and Cape Ray, and a long narrow apex, called Petit Nord, towards the north.

Three large peninsulas project from the main body of the island. The largest of these, the peninsula of Avalon, is almost severed from the main portion of the island, by the two

large bays of Placentia and Trinity, which are separated by a narrow isthmus, in one place but three miles in width. The Avalon peninsula is further divided by the two bays of St. Mary's and Conception. Owing to its extensive frontage on the Atlantic, its numerous harbors, and its proximity to the best fishing grounds, Avalon is the most thickly populated and commercially important part of the island. The northern peninsula—called Petit Nord by the French—runs up long and narrow almost to Labrador. The smallest peninsula of the three, projects southerly between the bays of Placentia and Fortune. There is also a small peninsula called Port-au-Port, on the west coast.

The first sight of the coasts impresses the traveler unfavorably. It is what is termed «rock bound,» or rather we might say it is a great wall of rock, now shooting up into peaks, now breaking into fissures, now presenting dark frowning cliffs, bold promontories, and headlands sculptured into grim fantastic forms by frost, storms, and blows of Atlantic billows. At intervals these rocky walls are cleft by deep bays running many miles inland, studded with verdant islands of all shapes and sizes, and often fringed by dark green forests. These great fiords, strikingly resembling those of Norway, are scenes of beauty such as are rarely surpassed in the most favored lands of the globe. On leaving the rugged coast-line we find the outer interior to be a hilly country with eminences of no great elevation. The inner interior is a elevated undulating plateau traversed here and there by ranges of low hills, the surface being diversified by valleys, woods, countless lakes and ponds, and numerous marshes, which are generally shallow and could easily be drained. A large part of the surface of the island is covered with these lakes and lakelets, abounding in trout and other fishes.



Hon. Robert Bond, K. C. M. G.  
Premier and Colonial Secretary.





Pastoral Scene.

### MOUNTAIN AND HILL RANGES.

All the great hill ranges have a N. N. E. and S. S. W. trend, and all the other great physical features of the country, such as the bays, larger lakes, rivers and valleys have a similar direction, the cause of this conformation being doubtless glacial action. The most important range of mountains is Long Range, which commences at Cape Ray, and runs in a continuous chain in a northeasterly direction for 200 miles, terminating in the Petit Nord peninsula. The Cape Anguille Range, and the Blomidons are also on the west coast; and the Black River, North Harlock, Sawyers and Chissel Hills on the east side of the island. The Avalon peninsula is traversed by an eastern and western range. Over the interior are distributed a number of isolated sharply peaked summits, which spring abruptly from the central plateau. They bear the local name of "Tolts." Some of the most conspicuous of these are Hodge's Hill on the

Exploits (2,000 feet), Mount Peyton (1,670 feet), west of Gander Lake, Lobster House, and Mount Musgrave.

### RIVERS AND LAKES.

The three largest rivers are the Exploits (200 miles long), falling into Exploits Bay; the Humber (70 miles), falling into Bay of Islands, and the Gander (100 miles). There are numerous smaller streams entitled to rank as rivers.

Grand Lake is the largest in the island (56 miles); Red Indian Lake (37 miles), and Gander Lake, through which a river of the same name flows (33 miles). The scenery of these lakes is generally very fine. The forests are along the valleys traversed by the various rivers and streams.







Hon. W. H. Horwood, Minister of Justice.



## CHAPTER III.

### CLIMATE.

Erroneous ideas regarding the climate are quite as prevalent as the delusions in reference to the soil and its natural products. The bulk of outsiders still fancy that the island is enveloped in almost perpetual fogs in summer, and given over to intense cold and a succession of snow storms in winter. It is true that it partakes of the general character of the North American climate, and is therefore much colder than lands in the same latitude in the Old World, but in the American sense of the term, it is by no means a cold country. Winter sets in as a rule in the beginning of December, and lasts till the middle of April. During this time a snow-mantle of greater or less depth usually covers the ground; but winter is the time for social enjoyments of all kinds, and is far from being unpleasant. Springs are late owing to the Arctic current, but when warmth comes, vegetation is very rapid.

Being insular, the climate is variable and subject to sudden changes. The intense summer heats of the United States and Canada, and the fierce colds of their winters are alike unknown. It is but rarely and then only for a few hours, that the thermometer sinks below zero (Fahr.) in winter; and in summer it is but occasionally that 80° are reached. That the climate is salubrious is evidenced by the robust, healthy appearance of the people, and the great age to which numbers of them live. The Arctic current washing the eastern shores shortens the summer. Fogs are confined to the Great Banks, and to the south and

southeast shores. The western coast has a much finer climate than the eastern, and in the spring the vegetation is generally a month in advance of the eastern. Fogs are almost unknown in western Newfoundland and in the interior. The summer though short is generally delightful. The heats are never oppressive and the nights always cool, days bright and balmy often succeed each other for weeks together. Those who wish to escape from the relaxing and oppressive heats of the continent will find an agreeable refuge here. September and October are generally pleasant months, in which the sportsman can enjoy himself in pursuit of caribou, ptarmigan, snipe, curlew, etc. Tornadoes and cyclones are unknown, and thunder storms are rare. Usually the autumn is prolonged into November, and the snow seldom covers the ground permanently till near Christmas.





Hon. E. M. Jackman,  
Minister of Finance and Customs.



## CHAPTER IV.

### SCENERY.

Until somewhat recently the prevalent idea was that the interior of the island was little better than the "Great Dismal Swamp," full of bogs, repulsive rocks, barren wastes, with here and there a few patches covered with a stunted forest growth, and the whole generally shrouded in a curtain of fog. Fifty years ago, such was the picture of the island as it presented itself to the mind of outsiders. Only within a recent period have these mistaken notions been dispelled and the reality made known. Now that the island has been opened up it is found that it contains large areas of fertile land, great forest growths along its valleys, noble mountain and hill ranges, and some of the most beautiful and enchanting scenery in all this beautiful world. The consequence is that every year witnesses an increasing number of visitors from the outside world—tourists in search of the picturesque, travelers, explorers, health seekers and sportsmen, who carry back with them glowing reports of this "gem of the western world." Now that a trans-insular railway, with several branches, belts the island, bringing it within six hours steaming of the neighboring continent; and that steamships have rendered its shores accessible from all quarters, an increasing throng of visitors, especially from the United States and Canada, are finding their way to this newly-foundland, to enjoy its unique scenic beauties, and drink in its health-giving breezes, laden with the breath of ocean. No traveler or tourist ever returns disappointed, but

on the contrary they declare that the half had not been told. A favorite travel-route, now that the new railway to Port-aux-Basques has been completed, will be via North Sydney, Cape Breton. From this port, as will be shown later on, the splendid steamer «Bruce,» fitted up with every comfort and luxury, conveys passengers ninety-three miles across Cabot Strait in six hours, and lands them at the western terminus of the railway, Port-aux-Basques. The distance from this point to St. John's by rail is 548 miles. The railway passes through the best part of the island, and by it the finest scenery, the best sporting and fishing grounds can be reached, and at different points connection can be made with steamers plying on the various fiords where some of the grandest scenery is to be found. These bays stretching inland from fifty to ninety miles, exhibit a wonderful variety of views along the great arms which project in all directions, and are the paradise of artists. Along their shores, the lofty cliffs are reflected in their clear bright waters, and countless islands, sometimes of extraordinary beauty, stud their bosoms. They bear a striking resemblance to the fiords of Norway, and their scenery is often not less magnificent. Indeed, both countries present so many points of resemblance that Newfoundland has been justly named «the Norway of the New World.» Newfoundland, like Norway, has a short but beautiful summer, bright skies, exhilarating atmosphere, a quaint people abundant in insular peculiarities and primitive characteristics, hidden away in nooks remote from all the outer world, worthy of the study of inquiring travelers. Both countries are pierced by great watery ravines presenting scenes of rare beauty. Norway was once as little known as Newfoundland and its beauties as little appreciated; now it is the resort each summer, of numerous travelers from all parts of the world, and by its fine system of roads, it has been





Hon. E. P. Morris, Q. C.,  
Late Leader Third Party Legislative Assembly.



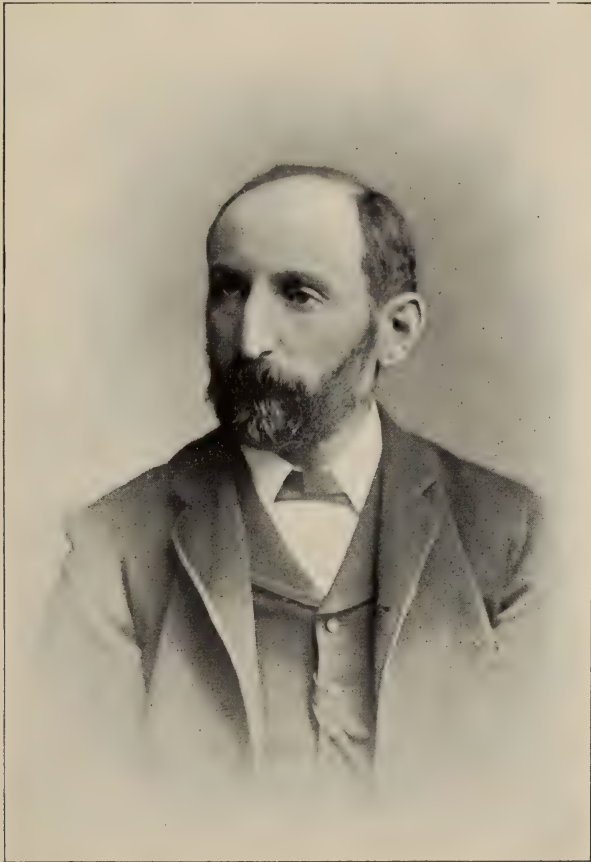
rendered readily accessible. The turn of the «New World Norway» has come at length.

As a sanitarium, or health resort, Newfoundland is likely to take a high place, when once proper accommodations for travelers and invalids are provided, and for this, arrangements are now in progress. There is something peculiarly balmy, soothing and yet invigorating in the summer breezes, whether on sea or land, cooling the fevered brain and smoothing the wrinkled brow of care. After a few weeks near the coast, inhaling the salt sea breezes and exposed to the life-giving rays of the sun, the invalid who has come with shattered nerves and fluttering pulse returns with a new supply of iron in his blood, and a sense of well being which makes it a luxury to live. To escape from the sweltering summer heats of New York, Boston, Chicago or Montreal, and to breathe the cool pure air of Terra Nova; to climb its rocky heights, or wander over its plains and «barrens» bright with wild flowers; to ply the angler's rod or bend the oar in the clear water of its countless lakes, or to explore one of the great fiords amid the wildest and grandest scenery—all this is to the smoke-dried inhabitant of one of the great cities, like passing into a new and better state of existence, and enjoying for a time a purer and better life.

The opinion of two distinguished Americans, who have both traveled very widely, may be quoted in regard to the scenery. Professor Albert S. Bickmore, of the American Museum of Natural History, New York, after a tour in Newfoundland, wrote: «In regard to beauty and grandeur of scenery, health-giving climate and general attractiveness for those whose energies have been lowered by city life, and who seek to recuperate, few countries could surpass Newfoundland. If it were better known hundreds of Americans would every

year find their way here. In addition to scenery and pure air, you have salmon and trout fishing to an unlimited extent; and in the fall snipe, curlew and ptarmigan shooting as well as deer stalking, boating on the lakes, driving or walking over its breezy hills; picnicing in such places near St. John's as Petty Harbor, Middle Cove or Topsail; sketching or photographing your rare scenery, drinking in the oxygen of an atmosphere which at every breath quickens the pulse and puts color in the cheek—what more could the heart of man or woman tourist ask for?»

Professor Hyatt, of Boston, one of the most eminent scientific men of the United States, spent a summer on the west coast, in geological explorations. He wrote as follows regarding the scenery: «The weather favored us while in Newfoundland. We were not detained by fogs and had very few adverse winds. The scenery was superb, and has made all other countries we have passed through since, seem tame and unpicturesque, except indeed the steep mountain cliffs of Cape North, and the vicinity in Cape Breton. I never expect to get so much pleasure combined with intellectual profit out of any future trip. Port-au-Port is a paradise for the artist as well as for the geologist; and the same may be said of Bonne Bay and Bay of Islands. \* \* \* \* The climate, vegetation and lovely harbors make the trip along this part of the route a series of delightful surprises.» The Professor took photographic views of the most striking scenery as they passed along the coast, and obtained a series of most beautiful pictures of scenes which were never before photographed.



Hon. George Knowling,  
Member Executive Council.





Hon. A. W. Harvey,  
Member Executive Council.







Hon. James S. Pitts,  
Member Executive Council.





Hon. H. J. B. Woods,  
Member Executive Council.





Hon. J. D. Ryan,  
Member Executive Council.



## CHAPTER V.

### FISHERIES.

The fisheries of Newfoundland constitute the staple industry of the country. The gathering in of the great sea harvest has been and will long continue to be the main employment of the people. In recent years other industries have been introduced and will continue to expand; but by fishing the bulk of the people have still to earn their daily bread. On the exports of fishery product, the trade of the country mainly depends, and these constitute nearly four-fifths of the annual exports. Out of a population of 210,000, about 56,000 are engaged in catching and curing fish, and 12,000 in all other occupations. The mean annual value of the fishing exports, in recent years, has been about \$6,600,000. To this, however, must be added the value of the fish consumed by the people in the country, estimated at \$400,000, so that the average annual value of the fisheries of the country is about \$7,000,000. The total value of Canadian fisheries, including the salt water, lake and river fisheries, is about \$19,000,000. The annual value of Norwegian fisheries is about the same as that of Newfoundland; of United States fisheries, \$14,000,000. The value of the whole British American fisheries, including Newfoundland, is over \$25,000,000. British European fisheries are estimated at \$36,000,000.

Cold water seas are essential to the life of the commercial food fishes. In the tropical seas, or even the warm waters of the Gulf Stream, they could not exist any more than the Arctic hare could thrive in the Torrid Zone.



St. John's.





On the Humber.

washes the coasts of Labrador, Newfoundland, Canada and part of the United States, chilling the atmosphere and bearing on its bosom huge ice-argosies, is the source of the vast fish-wealth which has been drawn on for ages and which promises to continue for ages to come. Wanting this cold river in the ocean, the cod, seals, herrings, mackerel, halibut, hake, etc., which now crowd the northern seas, would be entirely absent.

But this cold current also brings with it the food on which these fishes thrive, and which can never be exhausted. The ice-laden current from Baffin's Bay brings with it those forms of marine life, from the diatom to the minute crustacean, to the crab and prawn, together with the molluscous animals, and starfish in profusion. The «slime-food,» as it is called, sustains the minute crustaceans, and these, in turn, furnish food for the herring, which are abundant on the shores, in the bays, and

especially on the Great Banks. The herring, with multitudes of squid, caplin, etc., are devoured by the cod. When the cod is assimilated by man, the great circle of nature is complete. As long as the Arctic current flows the cod fishery of Newfoundland is assured.

### COD FISHERY.

In Newfoundland by far the most important fishery is that of the cod. The product of this fishery constitute nearly three-fourths of the whole fishery products of the colony. It is the largest cod fishery in the world. The cod exports average 1,350,000 quintals, of 112 pounds each, per annum. The cod are taken on the shores of the island, on the Great Banks, and on the coast of Labrador. About a fourth of the whole cod export is taken on Labrador. The Bank fishery is now mainly carried on by the French from St. Pierre, and the Americans from Gloucester, Boston and other fishing centres. Only a



On the Humber—Flat Bay, Brook Bay, St. George.



On the Humber.

small number, comparatively of Newfoundland vessels, take part in the Bank fishery. In 1896 there were employed in this fishery forty-eight vessels, tonnage 2,652, and 616 men.

Although, in many localities, there have been in recent years, symptoms of declining cod fisheries, such as give grave reason for anxiety, yet the natural conditions are such that the sea harvest can never entirely fail, though it varies greatly, being dependent on winds and weather. The cod is a local fish, and in its migrations passes from the deep waters where it winters, to the shallower and warmer waters near the shore for spawning purposes. The danger lies in over-fishing any locality and taking immature fish before they have reached the reproductive stage. Implements of a deadly and destructive nature are too often used, such as bultows, and also nets with small meshes which destroy the young fish. Close seasons also are not carefully observed. All these injure the cod fishing, so that now, although many more than formerly are engaged in it, the catch is stationary or declining.

Until 1890 there were no properly enforced rules and regulations of the fisheries, but at that date the government and people woke up to the necessity of regulating and protecting them. A Fisheries Department was organized and the services of an able scientific superintendent of fisheries was secured. Artificial propagation of cod and lobsters was commenced and carried on upon a large scale; proper rules were drawn up and enforced. The result has been highly beneficial, and it may be reasonably hoped that under this more enlightened plan, the decline in the fisheries will be arrested and a gradual restoration to former productiveness will be secured. With a vigilant and skillful supervision and a greater care in curing, these fisheries have a brighter future before them and will become increasingly a source of wealth to the country. The



On the Exploits—Little River, West Coast.

demand for codfish is not likely to fall off. Catholic countries alone, in connection with the season of Lent, and the weekly fast on Friday's, spend annually more than \$3,000,000 in the purchase of Newfoundland codfish. Under the new and improved methods of curing and packing, the use of codfish is extending. The preparation known as «boneless codfish,» in which, after the removal of bones, skin, etc., the fish is divided into strips and packed into neat boxes, has met with wide appreciation. A more recent method, and one that promises to secure a wide success, is that of removing all the bones of the dried codfish and grinding the fish into a fine meal which is put up in tin cases containing from one to three pounds each. Labels on the cases contain directions for cooking. The meal will keep in any climate and is easily cooked. It is most palatable and much more economical than the old method of preparing dried cod for the table.

Every portion of the codfish is now turned to economic account. The liver yields oil having valuable medicinal properties. The finest glue is made from the skin of the codfish, and



S. S. Kite,  
199 tons,  
Capt. Young.

S. S. Algerine,  
228 tons,  
Capt. Knece.

Bright'n Imogene.

S. S. Terra Nova,  
465 tons,  
Capt. Jackman.

S. S. Aurora,  
386 tons,  
Capt. Kean.

Steam Launch  
Eagle.

Sealing Fleet—Bowering Brothers.

from the bones and head a valuable fertilizer is produced. Railways, in cod-consuming countries, such as Brazil, Spain and Mediterranean countries, by cheapening its transport into their interior are increasing its consumption. To the inhabitants of warm countries the dried cod furnishes an article of food which they regard as almost indispensable. Thus a cod-producing country like Newfoundland possesses in this industry a source of prosperity that can never fail, and which the fluctuation of trade or the caprice of fashion cannot seriously affect. The best policy for Newfoundland is to cherish and develop her cod fishery, for in it her people have a reliable mainstay. An experiment is soon to be tried on a large scale by which the cold storage system is to be used in conveying the fish fresh to market. Time alone will tell whether this method will



Salmon Fisherman's Camp.

achieve success; but should it do so the value of the fisheries will be greatly enhanced.

### SEAL FISHERY.

Next to the cod fishery the most valuable is that of the seal. While the cod fishery has been prosecuted for 400 years the seal is not more than 100 years old. The attention of the people was so absorbed in the pursuit of the cod in earlier years that they neglected the oleaginous treasures which the great ice fields, floating south, brought within their reach.

It was not until the beginning of the nineteenth century that the seal hunters began to force their way through the crystal ramparts by which Nature had so long protected these helpless innocents. In fact, the value of the seal for human uses, and the right way of capturing it in these regions were slowly learned. At first seals were taken in nets, which were placed between the shore and some island or rock at no great distance. In their migratory movements in the early part of winter the seals move south along the shore, and by the nets set in these narrow passages a certain number were captured. The next step was shooting the old seals from large boats amid the ice-floes. These boats left port about the middle of April, after the ice had broken up, and as at that date the young seals had left their icy cradles and taken to the water, only a few of the old seals could be reached by the guns of the hunters.

The next step was taken by fitting out small schooners of from thirty to fifty tons carrying from twelve to eighteen men. The vessels were strongly built and fitted to encounter ice. At first they did not leave port till March 21st, but afterwards March 1st became the day for starting on the hunt. The new industry was found to be so remunerative that it rapidly





The Sentinel, Notre Dame Bay.

expanded, till some 400 vessels carrying 13,000 men were engaged in it, and the annual catch sometimes exceeded half a million seals. Then came a decline, and in 1863 all-conquering steam entered the field and the first steamer took part in the fishery. The advantages of steamers were speedily felt, and gradually sailing vessels were superseded, being unable to compete with steamers. In 1882 there were twenty-five large steamers employed in the fishery, having a tonnage of 300 to 500 tons each. Their number has declined, however, and now about twenty steamers are employed, the sailing schooners being reduced to about sixty. The largest load of seals ever brought in was by the «Neptune,» Captain Blandford, whose cargo numbered 42,000 seals, value \$103,750.

The seal fishery is very precarious, being dependent on the winds and waves and the condition and movements of the great ice fields. Of late years the catch has declined and now ranges from 250,000 to 350,000 per annum. Occasionally it falls below 200,000. The value is about two dollars per seal. Seal oil of late years has declined in price owing to the use of crude petroleum and some kinds of vegetable oils in manufactures in which seal oil was once exclusively used. The price of seal skins has, however, advanced.

There is no doubt the introduction of steam has been injurious to the interests of the seal hunters. As in all similar cases the introduction of steam-driven machinery tends to eliminate human hands. The work is now done by fewer men than formerly, not more than half the number of hands being employed, and every year large numbers of men are unable to obtain berths on board the steamers. The cost of fitting out a sealing steamer is great, so that it may be doubted whether, one year with another, capitalists find it a very profitable investment. The prizes, however, are so valuable that in



Herring Fishing.

spite of failures and disappointments the seal fishery will continue to attract enterprising capitalists. The losses of one or two seasons are expected to be made good by the success of a third. Strict rules and regulations now safeguard the fishery, and there is no reason why it should not long continue to be a source of wealth to the country. Its value may now be estimated at from half a million to three-quarters of a million dollars annually.

On the floating fields of Arctic ice, borne on the bosom of the Arctic current, the seals bring forth their young about February 25th. In four or five weeks these "white coats," as the young are called, are in the best condition for being taken as their fat then yields the finest oil. The daring hunters dash in among these ice masses in their vessels, and when the seal

herd is struck they leap upon the ice, kill the young seals in their helpless condition by a blow on the nose, then with their sharp knives detach the skins with the adhering fat from the carcass, which is left on the ice, while the « pelts » are dragged over the ice to the ship and carried to port where the fat is manufactured into oil and the skins are salted and exported.

#### HERRING FISHERY.

Had the herring fishery been prosecuted with vigor and skill it would have been second only to the cod fishery. Unfortunately it has been neglected. Little care was bestowed on the packing or cure, so that the article lost character in the foreign market and depreciated in value. The export of late years has not exceeded \$250,000 in value, whereas, according to the opinion of eminent experts, it might be made to yield



Salmon Fishing, Harry's Brook.

\$3,000,000 annually. The quality of the herring is not surpassed by that of any other country, and they appear in enormous numbers. The chief seats of the herring fishery are Fortune Bay, Placentia, St. George's and Bay of Islands; while on the coast of Labrador the finest herring are taken. During the last few years the Labrador herring fishery has been unremunerative, the herring have deserted their usual places of resort. Fortune and Placentia Bays are the seats of a productive winter herring fishery, commencing in the end of November. The herring are generally frozen and conveyed to Boston or Gloucester. St. George's is a spring herring fishery, a small quantity being also taken in August and September. The Bay of Islands fishery is the most valuable next to Labrador. The fish there are the Bank or Labrador herring and of



Near Deer Lake.



Salmon from Harry's Brook.



Exploits River.

the finest quality. Bonne Bay herring are equally good. The Department of Fisheries have been giving much attention to the herring fishery with a view to its resuscitation and improvement. Proper regulations have been enforced and valuable information diffused with good effect.

#### SALMON FISHERY.

The export of preserved salmon is comparatively small, seldom exceeding in value \$100,000 per annum. It is either pickled or put in hermetically sealed tins. The quality cannot be surpassed. It is taken for the most part in nets in the coves and bays, and in the estuaries of the rivers. The season for taking it is brief, not exceeding six or seven weeks, and commences about the middle of May. The cause of the decline in the salmon fishery has been the reckless and destructive practices in connection with it, which have gone on unchecked

till recently. Human ignorance and greed of immediate gain have wasted and partially destroyed what might be, at this time, one of the most valuable resources of the colony.

« Barring » or closing the mouths of rivers with nets drawn across, at a time when the salmon are ascending to spawn; constructing weirs, traps and dams ; sweeping the pools in the rivers with seine-nets ; night spearing, and to crown all the pollution of the rivers with saw-dust from lumbering mills, have been carried on for many years by ignorant and reckless persons, till at present in many streams the salmon are almost exterminated, and in others only grilse of four or five pounds weight are found. The Department of Fisheries are now taking stringent measures for the guardianship of the rivers. Wardens patrol the streams during the season to prevent obstructions being placed in them, and to put down unlawful modes of fishing. By enforcing these regulations there can be little doubt that these once splendid salmon rivers will be restored to their former productiveness.



Winter Scene, Manuels.





Steady Brook Falls, Humber River, near Deer Lake.



Herring Neck, Notre Dame Bay.

### LOBSTER FISHERY.

The lobster fishery is of comparatively recent origin and dates from 1873, when the first tinning was done. It has received a rapid expansion, especially during the last ten years. It gives employment now to about 5,000 persons; and the value of the export of lobsters is at present from \$600,000 to \$700,000 per annum. The licensed lobster factories number 700 to 800. The lobsters are packed in hermetically sealed tins.

In Newfoundland, as in all lobster producing countries, there is a great danger of these valuable crustaceans being exterminated or the fishery being rendered unremunerative. Over fishing and the capturing of immature lobsters are the causes of the decline. Stringent rules are now enforced, and in addition, the Department of Fisheries are carrying on an extensive system of artificial propagation of lobsters in each of the large bays, with the view of counteracting the destruction



Bonne Bay.

that is now going on and restoring exhausted waters. This is done by means of floating incubators at the different factories. The number of lobster ova hatched by these incubators has been from 400,000,000 to 500,000,000 annually. The results hitherto have been very encouraging; but time will be required to determine the value of the process, as the growth of the lobster is slow, five to seven years being required for its maturity. The floating incubators are inexpensive and easily worked. It is noteworthy that the lobsters are hatched from ova collected at the various lobster factories where they would otherwise have been destroyed. The precious life-germs are saved, brought to life and after a time liberated in the waters. The invention is of immense value not only to Newfoundland, but to all lobster-producing countries.



Mountain Cascade.

## CHAPTER VI.

### AGRICULTURAL CAPABILITIES.

To many it will be a surprise to find Newfoundland spoken of as an agricultural country. The old idea, still too prevalent, was that the island was a dismal fog-enveloped country whose savage climate and poor soil precluded all attempts at agriculture. This is far from being in accordance with ascertained facts. It is quite true that there are wide tracts in the island, irreclaimably barren; others unfit for arable purposes, though excellent for grazing; and others covered with marshes (most of them reclaimable), and what the people call "barrens."



Fishing, Harry's Brook.

Lakes and ponds occupy more than a fourth of the entire surface. But the same holds good, more or less, of the United States and Canada where there are vast areas hopelessly barren and that would never repay cultivation. Still, though Newfoundland can never become a great agricultural country, it contains very large areas of good soil capable of sustaining in comfort a considerable agricultural population.

These fertile lands lie in belts, and mainly along the valleys through which the principal rivers run, around the



Little River.

heads of the great bays, and the margins of the smaller streams. In the aggregate, these comprise a very fair proportion of the whole land area of the island. If we take the whole area to be 42,000 square miles, and deduct from this one-third for lakes and ponds we have 28,000 square miles, of which fully a fourth or 7,000 square miles, or 4,480,000 acres are available more or less as arable land or for grazing purposes, and are capable of sustaining a large number of people.

When we add to this the lumbering and mining resources, which will be described presently, it is evident that the interior can support in comfort a large population engaged in farming, lumbering and working the mines of copper, iron, coal, etc. These are no random assertions of enthusiastic optimists ; they are borne out by the reports of the Geological Survey conducted by scientific men, who are thoroughly trustworthy, by the reports of the government surveyors, and by the accounts given by residents, intelligent travelers, and others who have visited various sections of the island.

Western Newfoundland, in an agricultural point of view, is by far the most important, having in addition to a large extent of fertile soil, valuable forests, coal fields, gypsum and limestone beds as well as mineral deposits. At Port-au-Port, petroleum has recently been discovered and asbestos in many



On the Humber, "Devil's Dancing Point."

localities. It is the carboniferous section of the country, and the rocks of this formation always underlie good soil. The climate is greatly superior to that of the eastern or southern shores, being out of the range of fogs, and of the chilling influence of the Arctic current. Now that it is traversed by the railway, its great resources will readily admit of development, being easy of access from both east and west. Here are the Codroy valleys, the garden of the country, the valleys around Bay St. George, Bay of Islands and fine Humber valley and Bonne Bay with its magnificent scenery.

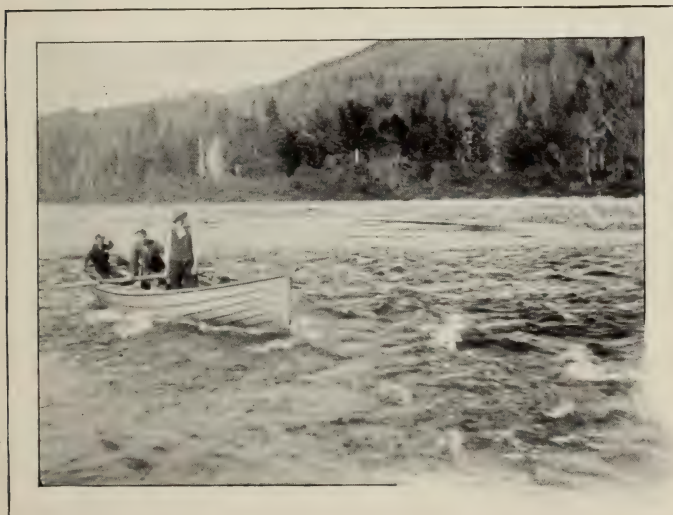
The Codroy valleys are about forty miles in length with a width of ten to twelve miles, and an area of 56,862 acres, most of it available for agricultural purposes or for stock raising. There are many miles of good «intervale» land along the river, famous for its fertility. The region around St. George's Bay is destined to become the seat of a large agricultural population. The south side of the bay has been laid out in ten townships containing 340 square miles, of which it was calculated 220 were capable of a high degree of cultivation. The geological formation is chiefly carboniferous, which means that the soil is the best in the country. The district is well watered. The rivers, Crabb, Fishels, Barachois, Robinson's and Flat Bay all flow west into St. George's Bay. Though shallow they are smooth flowing and well stocked with fish. They all run through good land which is covered with large timber, principally birch, spruce, fir and poplar. Crabb's River region is especially fine. It is the northern boundary of a settlement of Cape Breton Scotchmen, who have emigrated to the coast between it and the Anguille Range of mountains during the last twenty-five years. These Scotch people are very thrifty and have here carved out comfortable homes for themselves. North of them, and extending to the Barachois is a large



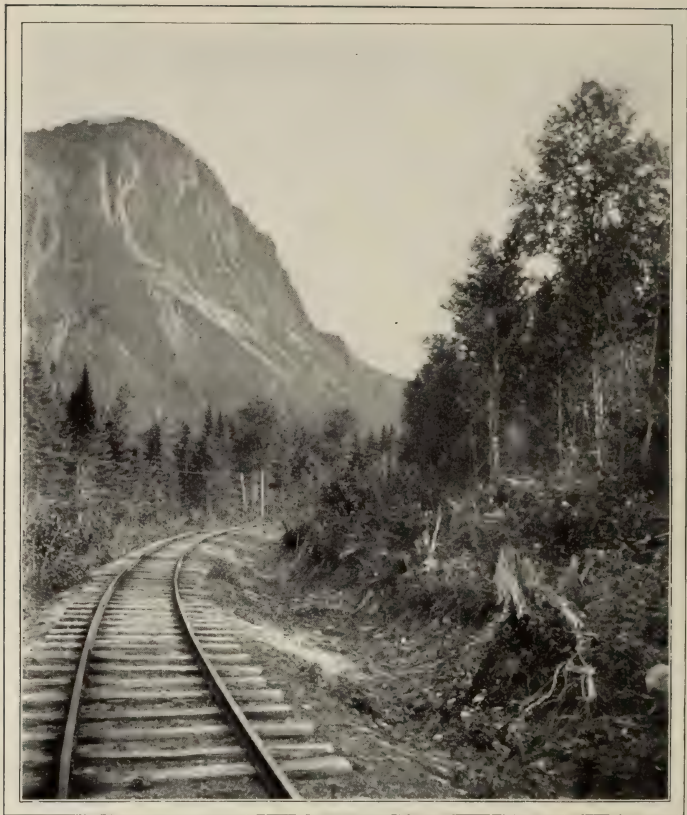
settlement of Englishmen, who came chiefly from the south coast of the island, and are also fairly prosperous. On Riviere Blanche, a river falling into St. George's Bay near Indian Head, there is a block of rich flat land containing about 22,400 acres.

The peninsula of Port-au-Port gives indications of mineral deposits of a most promising character. Lead, copper, asbestos, chrome iron and lately petroleum are found here. It contains about 100 square miles of land available for agricultural purposes. Here too is the greatest coal field in the island, ten miles by twenty in extent.

Fifty miles north of St. George's the Bay of Islands opens, famous for its magnificent scenery. In its lands, timber and mineral wealth, it is second only to St. George's Bay. It has several arms, the principal being named Humber Sound, twenty-eight miles in length, receiving at its head the Humber River,



Descending Rapids, Humber River.



A Bit of the Railway Track near Deer Lake.

the second largest in the island. This river enters the sound through a narrow gorge nearly three miles in length, shut in by precipitous rocks, which shoot up several hundred feet perpendicularly and present scenes of marvellous grandeur. At the termination of this gorge the Humber River widens, the hills recede and the stream flows through a valley from three to seven miles wide, till the lower end of Deer Lake is reached, twelve miles from the sound. Around it, especially to the eastward and northward, is a fine expanse of flat rolling country stretching away in the former direction towards Grand Lake. It is estimated that the Humber Valley contains 800 square miles, a fair proportion of which is cultivable land.

From the Humber district to Hall's Bay, an arm of Notre Dame Bay, on the northeastern coast, a level plain extends across the island. A chain of small lakes, connected by rivers, extends the greater part of the distance, so that it is easy to travel by boating from Grand Lake to Halls' Bay, with only two short portages. It has been reported by the surveyor that from 5,000 to 8,000 people could settle in this plain with every prospect of making homes for themselves, as farmers, lumbermen or miners. Unfortunately much of the timber on this route has been destroyed by fire.

The River Exploits, 200 miles in length, drains an area of 4,000 square miles, and falls into Exploits Bay, a deep bight on the south coast of Notre Dame Bay. It receives many tributaries in its course. Of the Lower Exploits valley through which the new railway runs, the Geological Report says: "No observant person visiting the valley of Exploits could fail to be impressed with the manifold advantages it presents for the prosecution of industrial pursuits, such as lumbering and agriculture. With a splendid river, abundant timber and a fertile soil, the region that is now a wilderness might by



Humber Scene.

energy and enterprise be soon converted into a thriving settlement, maintaining a large population. The forests consist of pine, spruce, balsam, fir, tamarack, white birch and poplar. The quality of the spontaneous productions may fairly be taken as indicative of a fertile soil." The Geological Surveyor estimated that in the whole of the Exploits valley "there are 512,000 acres more or less capable of supporting settlement, including arable and pasture lands." The same authority stated that the valley of the Gander surpasses even the Exploits; and that including the neighboring Gambo and Terra Nova valleys there is an area of 1,000,000 acres available for settlement. The Gander valley is the finest lumbering section of the island.

The principal of the minor farming districts are in Bonavista Bay, Smith's Sound, Trinity Bay, Placentia Bay, St.



Sunset on the Humber.



View, Bay of Islands.

Mary's Peninsula and especially the Salmonier Arm of that bay. Though much of the peninsula of Avalon consists of thin, rocky or swampy soil, yet there are here and there wide areas of soil which admit of profitable cultivation, and which when duly treated with manure yield excellent root crops of all kinds, as well as oats, barley and luxuriant grass crops. Around St. John's the soil is thin and poor; yet snug farmsteads and well cultivated fields are everywhere visible, and the crops produced show what industry can accomplish.

Perhaps the most satisfactory proof of the agricultural capabilities of the island is derivable from what has been already accomplished. Owing to the causes enumerated in the



Newfoundland Railway.

preceding historical section—the legal prohibition of settlement or reclamation of land up to the close of last century—the want of roads, and, till 1884, the want of railways, rendering access to good lands difficult or impossible, and the almost exclusive employment of the people in the fisheries—the progress of agriculture has been very slow. The latest census—that of 1891, shows that only 179,215 acres of land are yet occupied; but it also shows that the value of the growing crops that year was \$1,562,298. Further, the income derived from cattle and other domestic animals, that year was \$732,000 or a total of \$2,295,398. The same census gave the live stock, horses, cattle, sheep, etc., at \$1,189,413.

These are surely creditable results from the very limited industry yet devoted to farming. It should also be remembered that the cultivation of the land is as yet confined to the neighborhood of the towns and villages, and the portion opened by the roads which connect them. There are but few farms more than three or four miles from the sea coast, so that only the poorest portions of the soil have yet been brought under culture and that in regions least favored in regard to climate—the eastern coast.





## CHAPTER VII.

### CROWN LANDS.

The law which regulates the sale or letting of Crown lands for agricultural, lumbering or mining purposes is of the most liberal character, and well calculated to promote the settlement of the country. Land can be purchased direct from the Government at the upset price of thirty cents per acre, upon condition that the grantee shall within five years from the date of the grant clear and cultivate ten acres for every hundred acres comprised in the grant. Also licenses of occupation of unappropriated Crown lands are issued on payment of a fee of five dollars for each 160 acres, and for not more than 6,400 acres, subject to the condition that the licensee shall within two years, settle upon the land one family for each 160 acres, and for a period of five years cause to be cleared at least two acres per year for every 100 acres so licensed, and continue the same under cultivation for a period of ten years from the expiration of the said five years; and he shall then be entitled to a grant in fee of the said land. Mr. Reid the contractor for the building and operating of the railway, holds large land concessions along the line, offers to sell land on the same terms as the Government—thirty cents per acre.

The Homestead Law, one of the most beneficial ever enacted for the farming population—is in operation in Newfoundland. By it any person settling in wilderness lands to cultivate and improve the same and erect a dwelling house thereon, shall be

entitled to an estate of homestead not exceeding twenty acres, and each homestead shall be exempt from attachment, levy, or execution sale for the payment of debts or other purposes.

There is also a law called the «Paper Pulp Act,» under which licenses are granted to cut timber for the purpose of manufacturing paper or paper pulp. The materials for such an industry are almost inexhaustible, while the demand for it is extending rapidly.

The forest wealth of the island is very considerable, though much of it has been injured by fire. The forests are chiefly in the valleys traversed by the larger rivers and around the heads of the bays. The principal varieties of the indigenous forest growths are white pine, white and black spruce, tamarack or larch, fir, yellow and white birch. The yellow birch which is abundant around Bay St. George, is said to be equal in durability to the English Oak, and with the spruces and larches, is well fitted for ship building purposes.



Glimpse of Railway near Bay of Islands.

The principal lumbering districts are the Gander, Gumbo and Exploits valleys; and on the west coast the Humber valley and St. George's Bay. The lumber trade already developed along the new line of railway furnishes ample proof of the forest resources of the country.



Falls of Salmonier.



Lighthouse at Channel

## CHAPTER VIII.

### MINERALS.

The discovery of copper ore was first made in 1857, at Tilt Cove, on the northeast coast. Since that date mining has gradually expanded year after year; one discovery followed another, until now the mining industry has become one of the most prominent and important in the colony, and gives promise of great developments in the future. Within the last three or four years, iron ore of a superior quality has been discovered in very large quantities; and coal mines have been opened, so that it is not unreasonable to believe that Newfoundland will yet become one of the great mining centres of the world.

### COPPER.

The Tilt Cove copper mine was not worked till 1864. In fifteen years it had yielded 50,000 tons of copper ore, valued at \$1,572,154, and nickel ore worth \$32,740. It is still worked, giving employment to over 500 miners, and shows no signs of exhaustion. A few years later Tilt Cove was completely eclipsed by a still larger discovery of copper ore at Bett's Cove, a dozen miles farther south. In four years it had produced 125,556 tons of copper ore, valued at \$3,000,000. Three years later (1878), a new mine which threw the others into the shade was opened at Little Bay, and for some years averaged an export of 20,000 tons per annum. Some four years ago the workings were suspended, the price of copper ore having fallen and the depth of the mine rendering operations more



The Railway at Bay of Islands.

expensive. In 1898 a discovery of a new and valuable lode was made near the old workings and mining operations have been resumed.

The price of copper ore has greatly advanced and owing to the increasing demand for it in connection with the applications of electricity, copper mining has become a much more profitable enterprise than formerly. Other copper mines were opened in the same district with more or less success. At the close of 1892 Mr. J. P. Howley, head of the Geological Survey, was able to report that the value of copper ore, regular and ingot, exported from 1864 to the end of 1891 was \$9,193,790. Adding to this the value of iron pyrites exported from Pilley's Island up to the close of 1893, namely, \$729,451, and of other minerals, such as lead, nickel, etc., the aggregate reached

\$10,777,086 as the value of all minerals exported from 1864 to the close of 1893. During the five years which elapsed since that date, mining has been actively prosecuted and must have increased the value of the total export to more than \$12,500,000.

The staple mineral hitherto has been copper, and among the copper producing countries of the world, Newfoundland now ranks sixth. The demand for this mineral is likely to increase in the future and its value to advance owing to the rapid development of electricity as a motor power, copper being essential in its various practical applications. Copper mining in the future is therefore likely to reach large dimensions. The extent of country over which it has been found and in which it may be looked for with a prospect of success according



Bay of Islands.



Country Scene.

to the verdict of science, is not less than 5,000 square miles, so great is the development of the serpentine formation with which the copper is always associated. Only a mere fragment of these serpentines has yet been examined, and this mainly along the shores. What the interior may disclose, now that it is opened and likely to be settled, only time will tell. These serpentines belong to what in Canadian geology is termed the Quebec group of the Lower Silurian series, and to the middle or Lauzon division of that series—the metalliferous zone of North America. It is rich in copper ores and is usually accompanied with silver, gold, nickel and chromium ores. Now the Lauzon division is the one which is developed in north-eastern Newfoundland. It is to be noted that it is not



in the serpentines the copper is found but in a chloritic slate, very ferruginous, which occurs both above and below the serpentine. Where the serpentine appears there is always a possibility that this ore-bearing chloritic slate may be found so that the serpentines become a guide to prospectors. Where no serpentines are it is vain to look for copper ore. The mineral belt along the northeast shore is about forty miles in length ; its breadth inland is yet undetermined. There is good reason for believing that it extends right through the island to Bonne Bay and Bay of Islands on the western coast. Chromic iron has been found associated with these serpentines. There is a considerable development of it at Port-au-Port which is worked by an American Company. The serpentines also afford a beautiful variety of marble as well as soapstone, asbestos and talc.



Harbor Scene.



Channel Proper.

### PYRITES.

Iron pyrites is another mineral abundant in the island, but the only deposit yet worked on a large scale is at Pilley's Island, Exploits Bay, which has been operated for several years. The ore is exported to the United States and used for the manufacture of sulphuric acid. The residuum of iron is used in the manufacture of the best steel. The ore gives fifty-four per cent. of sulphur, being superior to that of Spain. The annual shipments are about 50,000 tons. Adjoining is said to be another deposit of unknown extent, not yet worked. The whole export of iron pyrites in 1893 was 58,311 tons, the value of which was \$264,384.

### IRON ORE.

It was not till 1895 that the first discovery of iron ore was made in Bell Island, Conception Bay, twelve miles from St. John's. This proved to be one of the most remarkable and

also one of the most valuable mines in the world. The ore lies in a horizontal bed five feet below the surface. The length of the iron deposit is three miles, and the breadth between a quarter and half a mile. On the removal of the covering rock, about five feet in depth, this horizontal band of ore is reached, and is worked like an open quarry. The first stratum is estimated to contain 20,000,000 tons and is about six feet in depth. Then comes another rock covering of five feet, and this being penetrated, a second iron band is reached of the same depth as the first and containing about the same quantity of ore, so that the two deposits contain 40,000,000 tons, thus being practically inexhaustible. There is no need of shafts. Pickaxes, crow-bars, wedges and a few charges of dynamite are sufficient to work the mine, for one remarkable feature about it is that the ore has a jointed cleavage, so that when extracted it breaks up into rhomboidal masses of various sizes, none being of greater size than twelve inches by four. When extracted from the bed in this way, it is shoveled into wagons with as much ease as anthracite coal into a cart. Between 200 and 300 men are employed, and such is the ease of working that, if required, 2,000 tons a day could be extracted. A tramway two miles in length connects the mine with the shipping place. An endless chain worked by steam power moves the wagons, when loaded, to a huge iron cage overhanging the water through which the iron ore is dropped into the hold of the steamers, so that loading is accomplished with great rapidity. It would be difficult to find elsewhere a mine that can be worked at such small cost.

The ore is brown hematite containing fifty-five per cent. of iron. Mixed with other ores it makes the finest steel. It is shipped to Glasgow, Scotland, to Hamburg and to Nova Scotia. In 1898, 100,000 tons were shipped. The Nova Scotia Steel



Waterford River.

and Iron Co., of New Glasgow, N. F., were the lessees of the property which consisted of four grants, each being one mile square. During the past winter this company has disposed of a portion of its interest to the Dominion Iron and Steel Co. for \$1,000,000.

Bell Island is six miles long and two broad, and the deposit described is by no means the only one. There are two or three others now under licenses, which, it is stated, will shortly be worked, so that the island hitherto of little value, except for a few farms, is likely to become a hive of industry. In all the years gone by no one suspected the mineral treasures it held concealed under the surface, and it was only the accidental circumstance of a fisherman having brought to St. John's some blocks of the ore as ballast that led to the discovery and working of this great iron deposit.

It has long been known that in Western Newfoundland magnetic iron ore has been found at several points, and now

that the railway traverses that region, these will receive due attention in the near future. From all these facts it is evident that the island is destined to be a great iron producing, as well as copper producing country. The attention of mining capitalists is now drawn to the island, and its prospects as a field for investments in mining enterprises is widening daily. Nothing advances a country so rapidly as mining industries.

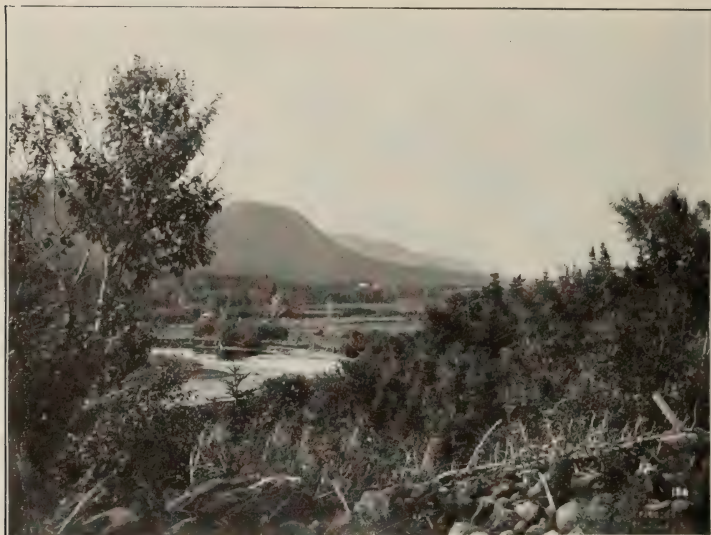
### ASBESTOS.

The next most important mineral found in the island is asbestos, but the mining of this valuable article is yet in its infancy. Scientific men predicted years ago that asbestos would be found. Their opinions was based on the fact that the metamorphic rocks and serpentines of the eastern townships, and the Gaspé Peninsula, in which the Canadian asbestos is found, dip under the Gulf of St. Lawrence, appear on the west coast of Newfoundland, extend many miles inland and probably across the island.

During the last three years, search has been made for asbestos, and the predictions of the geologists have been verified to some extent. «The Halifax Asbestos Company,» «The Newfoundland Mineral Syndicate»—an English mining company—and a number of individual adventurers have been engaged in the search for asbestos, with varying success. The neighborhood of Port-au-Port has attracted much attention. Now that the railway has opened up the west coast a great impetus will be given to asbestos mining.

### COAL.

It is a fact of primary importance that this island, so productive in copper and iron ores, is also proved to contain extensive coal areas. Professor J. B. Jukes, a distinguished



Little Codroy Valley.

geologist, visited Newfoundland in 1842 and discovered the existence of a coal area of considerable extent in the region around St. George's Bay. Near Crabbs Brook he found a fine seam of excellent cannel-coal between three and four feet in thickness. After a careful examination of the region he calculated that this coal field was about twenty-five miles wide by ten miles in length. Mr. J. P. Howley, F. G. S., now head of the Geological Survey, discovered another coal seam in this region on Robinson's Brook, about nine miles from its mouth, its thickness being four feet. Two other seams occur in the same section, the three seams giving a thickness of eight feet of coal. In 1889 a more thorough examination of this coal district was carried out, resulting in the discovery that the

whole of the coal seams in Bay St. George's Trough, aggregate about twenty-seven feet in thickness. «To illustrate,» says Mr. Howley, «the importance of what such information would mean, it may be stated that an aggregate of twenty-seven feet of coal, provided the seams maintained their ascertained thickness throughout, should for every square mile of superficial area they may be found to underlie, contain about 25,920,000 tons of coal.»

There is another trough known as «The Inland Trough of Humber River and Grand Lake,» which will probably be found not less valuable than that of Bay St. George, and its importance is enhanced by the fact that the railway passes through it, and already it is in course of development. Mr. R. G. Reid, who is under a contract with the Government for operating the railway, has obtained on certain conditions a concession of these coal areas near Grand Lake.

Mr. Howley has established, beyond all doubt, that the coal measures here form a continuous trough from about a mile to the west of Alderlay Brook, to a point on the railway, a total distance in a straight line of eleven miles. «Eighteen out-crops of coal are uncovered here, representing nine separate seams. The coal throughout is of good quality, some of it excellent.» One of the seams marked No. 6, on Mr. Howley's plan, «is made up of two layers of excellent bright black coal divided by a layer of carbonaceous shale. The lower coal is three feet six inches thick, and the upper two feet eight inches—in all six feet two inches of good coal.» Of course, much remains to be done before its full extent and value can be determined, but that it is a very promising coal field is put beyond all reasonable doubt. The present indications are that here is a coal area from which the whole island could be supplied with coal, including household consumption, smelt-

ing of ores, and supplies for railway purposes. The region is but forty miles from Bay of Islands where there is an excellent shipping port.

### GOLD AND SILVER.

Does the island contain any of the precious metals in workable quantities? Some years ago gold was discovered in quartz at Brigus but it proved a disappointment. In 1896 great excitement was created by the announcement that a gold-bearing quartz reef had been discovered at Cape Broyle, forty miles south of St. John's. Samples were taken out and forwarded to London for analysis. The assay showed that the quartz contained nearly three ounces of gold and over an ounce of silver to the ton—value sixty dollars. There was no trickery or deception; the transaction was *bona fide*. It is a fact of no little importance that a quartz reef yielding three ounces of gold to the ton has been discovered in the island, but until the whole has been tested by further operations it would be rash to build any large speculations on this discovery. Gold has, however, been found in several places, but not hitherto in paying quantities. Further, eminent geologists, such as the late Mr. Murray, F. G. S., long ago predicted the



Fishing Village.





On the Humber.

discovery of gold from the character of the formations in many districts where the rocks are pronounced to be the equivalents of the gold-bearing formations of Nova Scotia. Ming's Bight, in White Bay, is another locality in which gold has been found. The shores of Placentia Bay are highly metalliferous, and here a mine known as "Silver Cliff Mine," presents very promising appearances. At La Manche, on the same bay, a lead mine yielding a large percentage of silver was carried on for several years, but for want of capital the enterprise collapsed. Lead has also been found at Port-au-Port.

#### PETROLEUM.

Very recently the discovery of petroleum has been made and promising beginnings made at Port-au-Port. On the western coast, north of Cow Head, there is an extensive tract of country in which it was reported many years ago, that oil had been seen floating on the surface of the lakes and marshes. Borings have been made here under well qualified engineers, and with very successful results. A company named "The Western Newfoundland Oil Company," has been organized for developing this interest. The quantity is reported to be large and the quality excellent.



## CHAPTER IX.

### PUBLIC ROADS.

In no other country has the material and social advancement of the people been so seriously retarded by the want of roads as in Newfoundland. The original settlement of the island took place entirely in connection with the fisheries. The gathering in of the sea harvest was the only industry contemplated or attempted. Around the shores, fishermen, chiefly from England and Ireland, collected at first in hamlets and small villages situated in such localities as were found best adapted for catching, curing and shipping fish. These, as they multiplied, and the population increased, were dotted around the shores of the great bays, or wherever there was a sheltered inlet where fish could be landed and the fisherman's hut and stage erected. Sprinkled thus along an extensive seaboard they were often widely apart from each other, and intercourse was maintained mainly or entirely by sea or by rude paths through the woods between neighboring settlements.

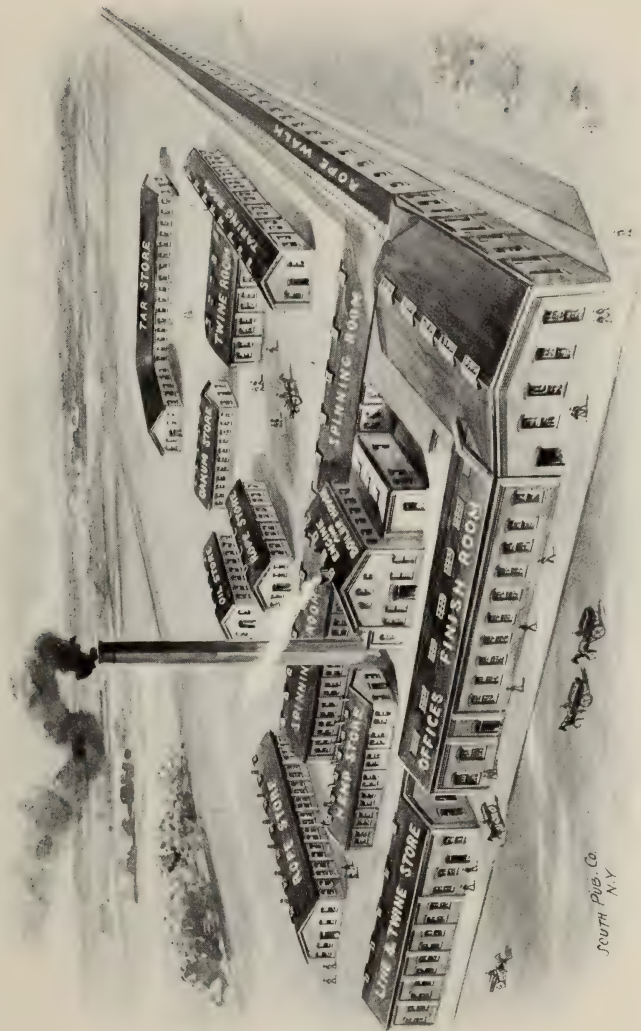
Notwithstanding the stupid, selfish laws which prohibited settlement, and made the cultivation of the soil a penal offense in order to secure a monopoly of the fisheries to a number of English capitalists, the resident population in the fishing villages continued to increase and some of these developed into small towns. St. John's, in particular, and Harbor Grace made considerable strides. The laws against settlement and the cultivation of the soil had the effect of confining the people to the sea margin in small, isolated settlements, the only inter-communication being by sea. So late as 1790 one of the

Governors issued a proclamation stating that «he was directed not to allow any possession as private property to be taken or any right of private property whatever to be acknowledged in any land whatever which is not actually employed in the fishery in the terms of the Act 10 and 11, William III.»

A better day dawned at length. The foolish and cruel laws were relaxed, and in 1813 grants of land to settlers were for the first time permitted. Agriculture on a small scale immediately commenced around each settlement. It was soon found, however, that no progress could be made in the cultivation of the soil till roads were constructed. The year 1825 is rendered memorable by the construction of the first road, nine miles in length, from St. John's to Portugal Cove, on the southern shore of Conception Bay. On the opposite shore of this bay were the thriving towns of Harbor Grace, Carbonear and



Rennie's River.



SOUTH PUB. CO  
N.Y

Colonial Cordage Co., Ltd.

Brigus, the centres of a considerable population. By establishing a regular system of boats to cross this bay, carrying mails and passengers, a route was established by which nearly half the population, then living in the country, were provided with a rough means of communication. To Sir Thomas Cochrane, Governor, belongs the honor of introducing this essential step in civilization. He also constructed a road to Torbay, a village north of St. John's, and a third along a beautiful valley to a place now called Waterford Bridge. In a few years road-making had made rapid progress. Roads radiating from St. John's in several directions were built, along which farms and neat farm houses soon became visible. One of these roads extended first to Topsail, on Conception Bay, thence to Holyrood, Salmonier, St. Marys and Placentia, a distance of eighty miles.

When representative government was established in 1832 an annual grant was voted for making and repairing roads and bridges, and, after some time, the sum of \$150,000 per annum was devoted to this purpose. There are now about 1,000 miles of postal roads and over 2,000 miles of district roads.



## CHAPTER X.

### ROUTES OF TRAVEL.

Newfoundland is now easy of access to the outside world, whether from the United States, Canada or Europe. Lines of steamers connect St. John's with Liverpool, Halifax, New York and Montreal, while the steamer «Bruce» plies three times a week between North Sydney, Cape Breton and Port-au-Basques, the western terminus of the Newfoundland Railway. The last named will be a favorite route as it presents the shortest sea passage, and as North Sydney can be reached by rail from all parts of Canada and the United States. To many, however, the older routes, direct by steamer to St. John's, will be preferable.

St. John's is reached from Halifax in about two days by the steamers of the Red Cross Line, sailing every ten days, and by steamers of the Furness Line, sailing fortnightly. Steamers of the Allan Steamship Company call at St. John's fortnightly on their way from Glasgow and Liverpool to Halifax and Philadelphia, but do not call at Halifax on their eastward trip, coming direct from Philadelphia to St. John's. The vessels of all three lines are safe and comfortable.

From Montreal, St. John's is reached in four days by steamers of the Black Diamond Line, sailing weekly, and of the Ross Line, sailing weekly; also by steamers of the Dobell Line, sailing fortnightly. From New York—1,200 miles—St. John's is reached by steamers of the Red Cross Line in five to five and one-half days, including a «stop-over» of one-half to one day at Halifax. From Liverpool—1,930 miles—St. John's is reached

in about seven days by steamers of the Furness Line, sailing fortnightly. From Glasgow and Liverpool, St. John's is reached by steamers of the Allan Line, sailing fortnightly.

### ST. JOHN'S.

St. John's, the capital, is situated on the eastern shore of the island, sixty miles north of Cape Race, in  $47^{\circ} 33' 33''$  north latitude, and  $52^{\circ} 45' 10''$  west longitude. It is  $10^{\circ} 52'$  east of Halifax, and stands on what is nearly the most eastern point of America—Cape Spear, five miles south of the city, alone projecting a little farther towards the Old World. It is 1,000 miles nearer than New York to England, and but 1,640 miles from the coast of Ireland. The recognized official spelling is St. John's, but the weight of the older authorities is in favor of St. Johns—without the apostrophe—following the analogy of St. Ives, St. Kitts and similar names. At the beginning of this century its population was 3,420; it is now 30,000. The entrance to the harbor is one of the most striking and picturesque on this side of the Atlantic, and is the admiration of all travelers. In a lofty, iron-bound coast whose grim rocks frown defiance on the billows of the Atlantic, there suddenly presents itself to the voyager a narrow opening in the rocky wall, as if by some convulsion of Nature, the rampart had been rent asunder and the sea had rushed in. Hills from 500 to 600 feet high guard this opening on each side, and as the vessel glides through the traveler looks up, not without a feeling of awe, at the great cliffs of dark red sandstone piled in broken masses on a foundation of gray slate rock. On his right he sees an almost perpendicular precipice 300 feet in height, above which rises, with almost equal steepness, the crest of Signal Hill 510 feet above the level of the sea, on which stands the Block House for signaling the vessels as they



approach the harbor. On the left hand the hill rises still higher, by 100 feet, picturesque, ragged and broken. From its base a rocky promontory juts out, forming the entrance of the narrows on one side, on the summit of which is Fort Amherst Lighthouse, where is heard the hoarse roar of the restless Atlantic, as the waves break on the rocks beneath. It is a scene which for sublimity is not surpassed along the entire American coast. Formerly batteries armed with formidable guns rose one over the other amid the clefts of these rocks, but years ago the cannon have been removed and the garrison withdrawn. The narrows leading to the harbor are nearly half a mile in length, and it is not till two-thirds of them are passed that the city opens to view, as at the termination of this channel the harbor trends to the west, thus completely shutting out the swell from the ocean. In ten minutes after leaving the Atlantic a steamer is safely moored at the wharf in the still waters of a perfectly land-locked harbor. Vessels of the largest tonnage can enter at all periods of the tide, the rise of which does not exceed four feet. The entrance of the narrows, between Signal Hill and Fort Amherst, is about 1,400 feet in width, and at the the narrowest point, between Pancake and Chain Rocks, the channel is not more than 600 feet. The harbor is over a mile in length and between a quarter and half a mile in width. It is deep, with a mud bottom, having from five to ten fathoms, and in the centre it is ninety feet deep. Of its size it would be difficult to find a finer harbor.

The city is built on the northern side of the harbor on a site which could scarcely be surpassed. From the water's edge the ground rises with a slope till the summit is reached, where there is a large level space. Along the face of this slope the main streets run, and the city is rapidly extending itself in all directions beyond. Three principal streets run parallel with



Right Rev. Llewellyn Jones, Bishop of Newfoundland.



Cathedral Church of St. John the Baptist.

the harbor and with one another the whole length of the city, and these are intersected with numerous cross streets.

On the south side of the harbor the hills spring so abruptly from the water that only a sufficient site for a range of warehouses and oil factories could be scooped out. From the waters of the harbor the city presents a very picturesque appearance, climbing the slope of the hill which is crowned by the Roman Catholic Cathedral, a fine building which overlooks the whole. There is ample space in every direction for expansion. Already, on the summits overlooking the business parts of the city, houses of a superior description are erected and are becoming the fashionable quarters. The leading roads in all directions are getting lined with villas—the residences of the wealthier classes.

St. John's was founded in 1580. Gradually from a cluster of fishermen's huts around the harbor it has grown to be a city of 30,000 inhabitants. It has been frequently devastated by fire. In 1816 three conflagrations in succession swept away the greater part of the town. It speedily rose from its ashes, but in 1846 a great fire destroyed two-thirds of the city and impoverished thousands. Once more it sprung up and was rebuilt on a greatly improved plan, but in 1892 the destroyer came in a more terrible form and more than half the city went up in smoke and flames. About 11,000 persons were left homeless, and property to the value of \$15,000,000 was destroyed. The people, however, set themselves, with admirable courage and energy, to the task of rebuilding their city, and now few traces of the fire are left. The new part has been built on an improved plan and is much handsomer than that which existed before the fire. Streets have been widened, fire-breaks secured and drainage improved. All the churches and public buildings destroyed have been restored, with the

exception of the Athenæum, and are now much finer structures than before the great conflagration. The Government has entered into a contract with Mr. R. G. Reid to pave Water Street with granite or whin-stone; to concrete the sidewalks and lay down an electric street railway. In another year these improvements will be completed.

#### OBJECTS OF INTEREST IN ST. JOHN'S.

The most conspicuous building in St. John's is the Roman Catholic Cathedral which occupies a commanding site on the summit of the hill on which the city is built. It is in the form of a Latin cross, 237 feet in length and 180 feet wide across the transepts, with two towers 138 feet in height. It is richly ornamented with statuary, the finest thing being «The Dead Christ,» by Hogan, under the altar, and those of St. John the Baptist and of the Virgin, in front of the cathedral. The view from the cathedral grounds is very fine. Adjacent to it are the Bishop's Palace, St. Bonaventure College and a convent. The whole group cost about half a million dollars.

The Church of England Cathedral, about half way up the slope, was designed by Sir Gilbert Scott in an early English style, and was dedicated to St. John the Baptist. Before its destruction by the fire of 1892 it was one of the finest ecclesiastical edifices in British America. In that fire it suffered terribly, only the bare walls being left. The walls of the transept were not seriously injured but the beautiful arches were ruined. This portion of the cathedral has been roofed and the arches restored, and it is now used for services, but the nave, which suffered more, has not yet been restored.

On the Military Road, running along the crest of the ridge, stands the Colonial Building, or House of Parliament, containing chambers for the two branches of the Legislature,



Right Rev. M. F. Howley, D. D.,  
R. C. Bishop, St. John's.



Roman Catholic Cathedral, St. John's.

and a large library. It was built in 1847 at a cost of £100,000. Its Ionic portico is borne by six massive columns, thirty feet high. Near it is Government House, an unpretentious but substantial and comfortable abode where the representative of royalty resides. It is surrounded by well kept grounds. The Imperial Government erected it in 1828 at a cost of £30,000.

Before the fire of 1892 the Athenæum, a very handsome building, stood beside the Union Bank. It was totally destroyed with its fine public library, music and lecture hall, reading-room and savings bank, and is still a mass of ruins awaiting restoration. The building known as the Union Bank, has been, since the failure of the bank in 1894, purchased by Government and converted into public offices. A portion of the Commercial Bank, now also the property of the Government, is occupied by the Savings Bank. The Commercial Bank also became insolvent in 1894. These two banks, which made a disastrous failure in the same year, have been replaced by the Bank of Montreal, the Bank of Nova Scotia and the Merchants' Bank of Halifax.

In the Exchange Building, near the foot of McBride's Hill, is the Anglo-American Telegraph Co. office. Hours of business from 8.30 A. M. to 9 P. M.

The post-office is a fine building toward the western end of Water Street. Its arrangements are of a modern type, and for the accommodation of the public are all that could be desired. The upper portion of the building is devoted to the purposes of a public museum which is well worthy of the attention of travelers and tourists. Here are arranged specimens of the minerals, the coal, marbles, building stones, granites and of the timber of the island. The geologist can here study the fossils found in the various formations which are named and classified. The antiquarian will find here a



most interesting collection of the relics of the extinct aboriginal race of the island, a branch of the Algonkins called Boeothicks. Here are skulls, bones, almost an entire skeleton of the extinct tribe; also their stone implements, arrow heads, etc. Local objects of natural history are in great profusion, such as stuffed specimens of caribou, bears, seals, birds, fishes; also a collection of the mollusca of the island.

The dry dock is another object of interest. It stands at the head of the harbor, in the west end of the city. It is built of wood, is 600 feet long, 130 feet wide, with a depth of twenty-five feet on its sill at low water. Thus it is able to accommodate all but the very largest ocean steamers afloat. Its cost was \$550,000. It was opened in 1884.

Three miles further out, on the Waterford Bridge Road, is the lunatic asylum; a handsome structure, beautifully situated and well managed. Visitors are admitted by an order from the resident physician. The walk or drive to it along Castor's Valley, as the little brook is called, is very pleasant. The Victoria Park and the Riverhead Cemetery are passed on the right.

On the road leading to Quidi Vidi, on the outskirts of the city, is the penitentiary; a solid granite building surrounded with a high fence and rather grim of aspect. Opposite to it, a short distance from the road, is the general hospital. It is an excellent institution and admirably managed. In commemoration of the Queen's Diamond Jubilee in 1897, a new wing was added to the hospital, called the «Victoria Wing,» for the accommodation of women and children. It is fitted up with all modern improvements. The ladies of St. John's initiated and carried out the movement which led to the erection of this fine wing, but subscriptions came from all parts of the island.

The chief business interests of St. John's are, of course,



Rev. H. P. Cowperthwaite, Methodist.



Gower Street Methodist Church.

connected with the fisheries and the exportation of their products, but in recent years it has made fair progress in manufactures. It now contains iron founderies, machine shops, shoe, furniture, butterine, tobacco and soap factories, biscuit bakeries, breweries and tanneries. Half a mile from the city, at Mundy Pond, there is a large and well equipped rope-walk, which gives employment to about 400 men, and is equal in all respects to any other establishment of the kind in the United States or Canada.

A walk along Water Street, the main business thoroughfare, will enable a stranger to form an idea of the style of business and the mode of conducting it. Handsome shop fronts, tastefully «dressed» and exhibiting all kinds of fancy goods and more substantial articles are everywhere conspicuous. Visitors will be specially struck with the fine appearance and solidity of the new blocks, erected since the fire. These, in regard to architecture and internal arrangements, do not suffer by comparison with similar establishment in any other city of the same size. The thronged shops and general bustle and activity show that a large business is done here. A visit to one or more of the large fish stores in the rear of Water Street and to the oil factories on the south side of the harbor, will well repay the trouble of an examination.

By making St. John's headquarters, the tourist can enjoy many delightful excursions by vehicle, or, for short distances, on foot. Excellent hotel accommodation can be obtained.

Custom House officers meet steamers on arrival to examine and pass the passengers' luggage. Cabs also meet the steamers and trains. Fare to hotel, including ordinary luggage, forty cents to fifty cents. For an ordinary cab drive within the city, thirty to fifty cents; cabs per hour, eighty cents; per day four to five dollars.

Mail wagons run to Portugal Cove daily in summer, by-weekly in winter ; to Broad Cove once a week ; Torbay and Pouch Cove by-weekly ; Renew's and Ferryland by-weekly.

### WALKS AND DRIVES.

All visitors speedily find their way to the top of Signal Hill, overlooking the narrows, where a magnificent view is obtained. It can be reached by a walk of half an hour, or by a short carriage drive. The road to it, starts from the eastern end of Duckworth Street. At the height of 350 feet, two small but deep lakes are passed. When the summit—520 feet—is reached, if the day be clear, a noble view is obtained. On one side is the great Atlantic, «with all its terror and mystery,» stretching away eastward—not a rock or shoal or island in the great expanse—till the Irish coast is reached. Looking northward we see Sugar Loaf, Red Head, Loggie Bay, Torbay and the serrated range of hills on the south shore of Conception Bay. The dark, perpendicular sea wall with numerous indentations runs up to Cape St. Francis. A fine sweep of country, dotted with numerous glittering lakelets and farm houses, and fringed with sombre groves of fir, stretches away to the northwest. The great chasm which forms the entrance of the harbor is seen below, guarded by precipitous rock-masses. The remains of the batteries which once commanded the narrow entrance, are visible on their rocky platform. Fort Amherst and Cape Spear light-houses and Freshwater Bay, with fishermen's cottages, are seen to the south. A bird's-eye view is presented of the harbor and its shipping, with the whole city lying along the northern slope, crowned by the Roman Catholic Cathedral. A lower peak called Gallows Hill stands out prominently. Here, in the olden times, criminals were hanged in sight of the whole city.



Rev. A. Robertson, Presbyterian.



St. Andrew's Church, Presbyterian.

In 1762, Signal Hill was the scene of a brief but bloody struggle. For the third time in sixty-six years the French had got possession of St. John's. Lord Colville was sent from Halifax with a squadron to drive them out. Colonel Amherst landed a force from the fleet at Torbay and marched overland to St. John's. Up the rugged heights from Quidi Vidi the British soldiers charged to capture Signal Hill, the key of the position. The French fought desperately, and having a great advantage from their position, succeeded several times in repulsing their foes. At length Captain Macdonald, leading a company of Highlanders with fixed bayonets, dashed up the heights and swept all before them. The brave leader and his lieutenant were both severely, but not fatally, wounded. Signal Hill being won, the French saw that all was lost. Their fleet managed to escape by creeping out of the harbor in a thick fog. The English lost twenty men; the French loss was heavy, but the number is unknown. St. John's never again fell into the hands of the French.

The foundation stone of a monument to John Cabot, the discoverer of the island in 1497, was laid in the Queen's Jubilee year, 1897, on the top of Signal Hill. It is in the form of a stately tower called «Cabot's Tower,» and is a handsome structure on a noble site. It has been turned to practical account in connection with the signalling of vessels at sea.

### QUIDI VIDI.

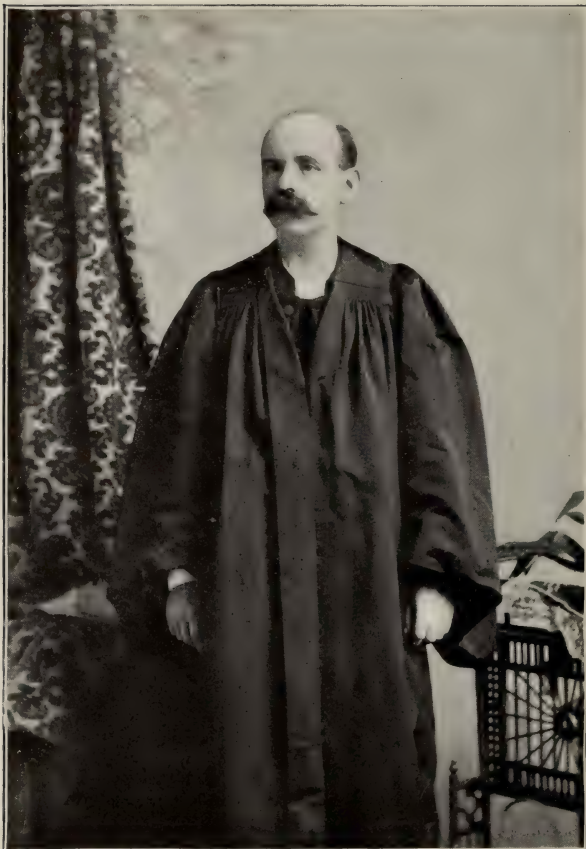
Quidi Vidi is a second interesting drive or walk. It is a picturesque fishing village. The road to it leads past the penitentiary and hospital, along the margin of the pretty little Quidi Vidi lake, on which the annual regatta is held. The village is a typical fishing village where can be seen in perfection the stages projecting over the water of the little harbor,



at which the fishermen land their fish, and the flakes on which the cod are dried. During the fishing season the whole process of splitting, heading and salting can be seen. The small harbor is connected with the ocean by a narrow gut only wide enough for fishing boats. All around rise steep, red cliffs in fantastic shapes. Very frequently an iceberg or two are grounded close by the mouth of the little harbor, their dazzlingly white pinnacles and spires contrasting strikingly with the dark, frowning rocks. These, with the fishing boats, stages and flakes, make a strikingly characteristic picture. Artists revel in the scenery of Quidi Vidi. A little river flowing through the lake forms a pretty cascade as it tumbles over the rocks into the harbor. Visitors will enjoy a chat with the sturdy fishermen and their wives. Their insular peculiarities, linguistic oddities and quaint views of things form an interesting study.

#### LOGIE BAY, TORBAY, POUCH COVE.

Another delightful drive is to Torbay, a village six or seven miles from St. John's. The road runs to the north, passing near Virginia Water, a pretty little lake embosomed in woods and abounding in trout. Then Logie Bay—four miles—is reached, famous for its grand coast scenery. Outer and Middle Cove, two or three miles farther on, are scarcely less remarkable for rocky scenery. Torbay is a thriving village, picturesque in situation, having a handsome Roman Catholic Church, a convent, excellent school rooms and a large public hall. The drive may be extended to Pouch Cove, sixteen miles from St. John's. Along this iron-bound coast up to Cape St. Francis, at the entrance of Conception Bay, there are no pebbly beaches on which summer waves break gently; but there is the imposing sight of perpendicular cliffs, 300 feet in height, often sculptured into forms of stern beauty, with the



Rev. J. Thackeray.



Congregational Church.

restless Atlantic washing their base or under the wing of the storm, leaping up their dark sides.

### PORTUGAL COVE.

Portugal Cove, nine miles from St. John's, is a spot which no tourist should leave unvisited. The road is excellent and for the first four miles presents a continual ascent, but when the height of land is reached, if the day be clear, a splendid panorama presents itself. Away in the distance, on the right, is the grand old ocean, gently heaving under the summer breeze. A few white sails are visible, and perhaps a dozen lonely wanderers of the deep that were born of Greenland's glaciers, and are now towering icebergs sailing past to meet their doom in the warm waters of the Gulf Stream. The whole range of dark cliffs and headlands, from Cape Spear almost to the entrance of Conception Bay is visible from this eminence. Two miles further, Windsor Lake is passed, from which the city is supplied with water. Then comes a gradual descent, by a winding road, through a little valley of rare beauty, with a brook flowing at the foot of its encompassing rocks, till at a sudden turn of the road, Conception Bay, in all its beauty, bursts on the view. The whole scene can be taken in at a glance—Belle Isle, six miles long, the whole range of the northern shore of the bay, and the lonely rocky isle of Baccalieu, dimly visible in the distance. Then the quaint fishing village of Portugal Cove is reached, with its wooden houses nestling amid the clefts of the rocks, with a little waterfall tumbling over the cliffs into the sea. The bold navigator, Cortereal, discovered and named this bay in 1501, and named the roadstead after his country.

After spending an hour wandering around and admiring the great overhanging cliffs, the huge boulders, relics of the ice age, the rugged hills all scarred by frost and the beating storms

of thousands of years, the tourist can then hire a fisherman's boat and sail to Belle Island, only four miles distant and visit the iron mine, perhaps the most remarkable in the world, which was opened here two years ago. A delightful walk of two miles from the landing place brings the tourist to the mine which is almost at the opposite side of the island. Here are no tall chimneys belching out smoke or clanking steam engines, but 300 men are at work in what seems an open quarry on the surface, loosening the blocks of iron ore with crowbars and wedges and drilling holes for dynamite, while others are filling long rows of wagons with the ore which, by a tramway, is carried to the shipping place. It is a busy scene. The iron deposit here is three miles in length and nearly half a mile in breadth. The ease with which the ore is mined is marvelous. No shafts are needed; it is an open quarry. The ore has this peculiarity, that when loosened from its bed, it falls into rhomboidal blocks, none of which exceed a foot in length, so that it is shoveled into the wagons like pieces of anthracite coal.

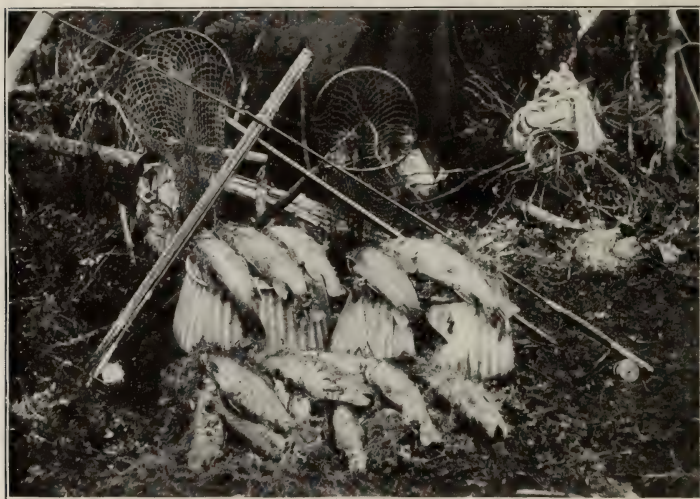
The return to St. John's is best made via Broad Cove and the Thorburn road which affords a change of scene and many delightful views.

#### ST. JOHN'S TO RENEWS, CAPE RACE.

Another pleasant excursion is to Renews, Ferryland and Cape Race. A mail wagon plies twice a week to Renews, but tourists will find it much more comfortable to hire a carriage—fare about \$4 per day. The road is good and the views often superb. The hotel accommodation is, however, very primitive, and it is advisable to start with a well-filled luncheon basket. The barrens along this route are famous for partridge shooting, the season for which begins September 15th. The

first part of the road is excellent and affords many beautiful views. Blackhead is a village near Cape Spear, the easternmost point of North America.

Petty Harbor, nine miles from St. John's, is a village of about a thousand inhabitants, situated at the mouth of a deep ravine through which flows a deep stream into the snug little harbor, fringed with fish-flakes and shut in by towering preci-



Newfoundland Trout.

pices. About three and a half miles from Petty Harbor is The Spout, a funnel-shaped opening from above into a cavern which the sea has scooped out. In stormy weather, the sea rushing into the cavern, hurls the spray and foam aloft through the opening, presenting a curious sight, at certain times, for miles around.

Beyond Petty Harbor the road runs along the so-called «straight shore» of Avalon to Bay of Bulls, twenty miles from St. John's. This name is a corruption of the French Baie de Bois. Mobile and Cape Broyle are next passed, and at forty-four miles from St. John's, Ferryland, a spot having historical associations, is reached. The little town has about 550 inhabitants; was founded in 1624 by Sir George Calvert; afterwards Lord Baltimore, who built a fort and a fine mansion in which he resided for some years with his family. Here too, Sir David Kirke took up his residence in 1638, armed with the powers of a County Palatine over the whole island. Fermeuse is a village of 640 inhabitants; Renew's, fifty-four miles from St. John's, has a population of 540. Ten miles south of Renew's, is Cape Race, the southeast part of the island, the place where many a gallant ship has met her doom. There is no road further than Renew's. Round the grim rocks of Cape Race swift, conflicting currents circle; dark fogs brood here for weeks together, so that the navigator has to shape his course mainly by the soundings. In recent years the dangers to navigation have been greatly lessened by the erection of a powerful fog-whistle on the cape. The light-house is 180 feet above the sea level, and when the weather is clear it is visible at a distance of twenty miles. Fifty miles to the east of Cape Race are the Great Banks of Newfoundland, famous for their cod fisheries. They are about 600 miles long and 200 broad, while the depth of water over them ranges from ten to one hundred fathoms. Marine life of all kinds is abundant on the Banks, and cod and other fish resort to them in great numbers. The fishermen on the Banks who, it is estimated, number 100,000, are of various nations, and ply their hard labors frequently shrouded in dense fogs, and often in dangerous proximity to icebergs. They have a still greater danger to encounter—that of being run down

in foggy weather or in dark nights by the ocean steamers when crossing these Banks.

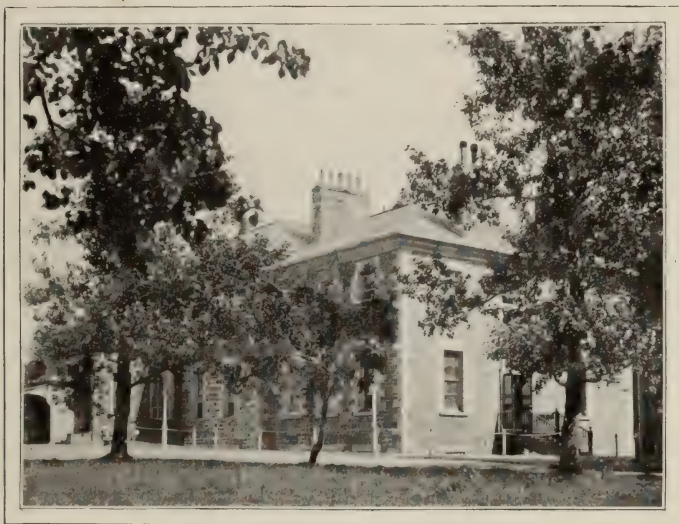
### EXCURSIONS BY SEA FROM ST. JOHN'S.

Excursions by steamer can be recommended to those who enjoy the sea, and wish to make acquaintance with the various localities, and to view the grand coast scenery which is unsurpassed elsewhere. Fine steamers make fortnightly trips during summer and autumn, one line taking the southern and western route, and the other the northern route to Battle Harbor, Labrador, touching at the intermediate ports. The vessels are strongly built and well officered; the food and accommodations are good. Almost the entire round of the island can be made in these steamers.

The round trip on this route takes about ten days; the same in returning. Those who prefer it can land at any one of the intermediate ports—twenty-four in all—and spend a few days in fishing, sketching or photographing, awaiting the return of the steamer. After making a call at Ferryland the steamer rounds Cape Race, making a stop at Trepassey, passes St. Schotts, where many a mariner has gone down, “unknelled, uncoffined and unknown;” then enters St. Mary’s Bay, calls at Placentia Bay where she makes four calls. Fortune Bay is next reached, noted for its fine herring fishery; the French islands of St. Pierre and Miquelon being visible in the mouth of the bay. Various ports are touched at in succession. The scenery of Bay D’Espoir—corrupted into Bay Despair—and of Hermitage Bay, is pronounced by many travelers to be the most magnificent in the island. Burin, Harbor Briton, Burgeo and Rose Blanche are most picturesque in situation. Artists will find here the most striking materials on which to work, and might spend with profit many weeks studying Nature’s varied forms.



Passing onward the steamer reaches Port-aux-Basques, a splendid harbor, deep and perfectly sheltered, destined to be a place of great importance as the western terminus of the trans-insular railway. Rounding Cape Ray and Cape Anguille, the noble Bay of St. George opens, 516 miles from St. John's, having a population of 6,632. Its shores are the most fertile



Government House.

region in the island. Coal and other minerals are abundant. Ninety-four miles farther north the Bay of Islands are reached. It has three arms running twenty miles inland, one of which receives the Humber, the second largest river in the Island. The scenery of this bay is spoken of by travelers as superb. Forty miles farther north Bonne Bay is entered. If anything it is even more magnificent in natural beauty than the Bay of

Islands. It is usually reached by the steamer in five or six days from St. John's. On the return trip the ports of call are the same as on the outward trip. Now that the railway is running, tourists can leave the steamer at Port-aux-Basques, St. George's or Bay of Islands, and return to St. John's over the line, thus obtaining a greater variety of scenery and being able to gain views of the interior.

#### ST. JOHN'S TO BATTLE HARBOR—DISTANCE 500 MILES.

A steamer leaves St. John's every ten days during the summer and autumn months, for Battle Harbor, Labrador, calling at intermediate ports. In some respects this trip is even more enjoyable than that previously described. Usually it is free from fog. The bright sunshine, the noble coast scenery, the frequent stoppages at the various harbors, breaking the monotony of the voyage, and affording glimpses of the people and their way of living; the great bays across which the steamer ploughs her way all combine to render the excursion stimulating and pleasant. Then should the trip include the Labrador coast, strange, wild land is reached, and a new experience gained amid its icebergs and towering cliffs, and its hardy fisher-folk gathering in the sea harvest and battling with the billows. There is something entirely out of the ordinary track of travelers in such an excursion. All is fresh, invigorating, «bracing brain and sinew.»

After clearing the narrows the steamer passes Torbay Head, Cape St. Francis, with its restless waves breaking upon the «Brandies,» as the outlying rocks are called; the mouth of Conception Bay; the grim cliffs of Baccalieu Island, the resort of myriads of sea fowl; the great bay of Trinity, famous for the landing of the first Atlantic cable in 1858; Bonavista Bay, and Twillingate, a prosperous town on an island with a



Country Bridge.

population of nearly 4,000, is reached ; distance from St. John's 232 miles. Now the steamer is in Notre Dame Bay, the famous copper mining region and its iron pyrites mines.

Pursuing her northern route the steamer at length approaches an important landmark—Cape St. John, the northern headland of Notre Dame Bay, and the northeastern terminus of the French shore, the western terminus being Cape Ray. From this point she glides along a vast wall of rock 400 to 500 feet high, the summits presenting every imaginable shape into which rocks can be torn or sculptured. After passing Cape St. John, the ports touched at are Coachman's Cove, Conche, Griquet, and then Cape Bauld and Cape Norman, the most northern part of the island are passed. The straits of Belle Isle are crossed, and Belle Isle, a barren, treeless island, nine miles long and three broad, is passed. Early mariners called it «The Isle of Demons,» some of them imagining that they heard here «a great clamor of men's voices, confused and inarticulate,

such as are heard at a fair or market.» The grinding of the iceflows and the crash of the lofty bergs during a gale would be quite sufficient to give rise to these superstitious fancies. After passing Belle Isle, Battle Harbor is soon reached. It is a great resort for fishing vessels during the summer season. Here is an excellent hospital erected by that admirable institution «The Mission to Deep Sea Fishermen» (London). There is a second hospital at Indian Harbor, both being well equipped and having doctors and trained nurses.

Some 20,000 persons, chiefly from Newfoundland, spend the fishing season on Labrador, a considerable number of them being women and children, as the fishermen carry their families with them in many cases. They live in rude, temporary huts on shore, or on board the fishing crafts, exposed to many hardships and perils. Many cases of sickness and severe injuries occur, and the medical aid formerly available was of a very imperfect character. The attention of The Deep Sea Mission having been called to the condition of the migratory and resident population, a mission was commenced in 1892. The result has been the erection of the hospitals above referred to. In addition to these a doctor in the steam yacht Sir Donald, traverses the coast during the fishing season, ministering to the sick, relieving the poor with donations of food and clothing, and carrying severe cases to the hospitals, in which service she is aided by the little steamer Princess May. In winter one of the doctors traverses the coast in a kometeck drawn by dogs, braving the perils of cold, ice and snow, in order to bring help to the poor and the sick. This noble mission is doing much good and derives its support from the people of England. There are also many helpers in Canada and Newfoundland.

With superior accommodation the number of tourists to Labrador may be expected to increase greatly.

## CHAPTER XI.

### ALONG THE RAILWAY.

The first through train carrying mails and passengers left St. John's July 24th and Port-aux-Basques July 27, 1898. It is the grand trunk line of Newfoundland and traverses the entire island, opening up the most important farming, lumbering and mining districts. It is the connecting link between Canada and the United States and Newfoundland, and will be the main artery of communication between the island and the North American Continent. It involves a sea passage of but six hours, across Cabot Strait from North Sydney (C. B.) to Port-aux-Basques, distance ninety-three miles, in a swift and well-equipped steamer. By this route the insular disadvantages of the island are reduced to a minimum. In increasing numbers travelers, tourists, health-seekers and sportsmen will find their way to this almost newly-discovered country, attracted by the salubrity of the climate, the beauty of the scenery, the novelty of Nature's aspects and the abundance of the game. The line is solidly built; the rails heavy and of the best material; the bridges and culverts of granite and steel. The passenger cars are of the same style as those on the Canadian Pacific Railway, the first-class being dining and sleeping, fitted up with every attention to comfort. The second-class passengers have also sleeping and dining cars. Nothing has been left undone to render the line popular and attractive. In addition to operating the railway the contractor is to run steamers of a superior class on the principal bays to connect with the railway, thus linking together the various centres of population and rendering the fine

scenery of those bays accessible to tourists. Hotels will be erected for the accommodation of visitors in the most attractive centres.

The S. S. «Bruce» is a noteworthy steamer, specially built for this service at a cost of \$250,000. Her fittings, berths, saloon, etc., are not inferior to those of a Cunarder. Nothing is



S. S. «Bruce» at Port-aux-Basques.

left undone to ensure the comfort of passengers. Her steam power, in proportion to her size, is very great, so that she makes fifteen knots per hour. She is specially fitted to encounter ice, having a perfectly solid bow and sheathed throughout. In the winter of 1897-98 North Sydney Harbor was covered with ice two feet thick, but she made her way through it without an

effort, to the astonishment of those who witnessed the performance of «the ice crusher,» as she is called.

On reaching Port-aux-Basques, a small but safe harbor open all the year round, passengers are transferred to the train which moves along the first nine miles to Cape Ray, through a rugged track of rocky barrens. Then passing behind the Auguille hills it enters the fine valley of Codroy, noted for its fertility, forty miles in length with a width of ten to twelve miles, having about 70,000 acres of good land, as yet but partially settled. Codroy—twenty-nine miles—Robinsons and Fischel's stations are passed and St. George's Bay station—eighty-nine miles—is reached. This fine bay, destined to be the garden of the island, is noted for its beautiful, fertile, well-wooded valleys; its asbestos, lead, iron and gypsum deposits, and its coal field, twenty-five miles by twenty. Petroleum wells have been opened lately at Port-au-Port. Bay of Islands is 141 miles from Port-aux-Basques. Here the Humber, the second largest river in the island, discharges its waters into the sound, an arm of the bay. The scenery of this bay is magnificent, and its praises have been sounded by many travelers from other lands. From it the Humber River can be ascended, on which are some of the finest specimens of scenic beauty, unsurpassed even on the Hudson or the Rhine, and are now attracting tourists from all quarters. At points along the river great marble and limestone cliffs rise almost perpendicularly to the height of 2,000 feet, the rushing current having cut a succession of caves in their great marble walls. Along the river the over-hanging rocks and trees, the mountains towering on each hand; the swiftly flowing, but silent, river all contribute to form a scene rarely surpassed. The Bay of Islands is sure to become a favorite summer resort. The scenic beauties, the unrivaled opportunities for fishing—

salmon and trout—the splendid climate in summer, the air of the plateau being intoxicating, and the deer-stalking about the shores of Grand Lake, all unite in rendering it attractive to tourists. From the train, as it glides along, charming views are obtained of the Humber.

Travelers by the train will be struck with the fact that scarcely a house is seen after leaving Codroy till Bay St. George is reached, a distance of sixty miles. Then an uninhabited wilderness of fifty miles is passed through till Bay of Islands is reached. Here the line takes a southeasterly direction, but the paucity of houses continues till within seventy or eighty miles of St. John's. This admits of easy explanation. The population of the island is settled along the shores, mainly engaged in fishing. Until now the interior has been a *terra incognita*. The railway has been built to promote settlement and open up the country for industrial enterprise. The railway precedes settlement and makes it comparatively easy. The mineral wealth, the timber, the good lands, the marble quarries and coal beds amply justify the construction of the railway and the development of these resources will transform these unpeopled wastes into the smiling homes of men in the not distant future. The enterprise and energy of the colony in constructing this line at a cost of some \$17,000,000 will yet be amply rewarded.

At Deer Lake station, 172 miles from Port-aux-Basques, the valley of the Humber widens and spreads out in several directions. Its whole area is estimated at 800 square miles, much of it being cultivable, the soil rich and the timber abundant. It is also valuable for its great marble quarries. Several pioneer farmers have settled on Deer Lake and appear to prosper.

Grand Lake, 183 miles from Port-aux-Basques, is fifty-six



miles long and five miles in breadth, with an island twenty-two miles long near its western extremity. The country, for miles around it, is clothed with fine forest growths.

The materials for wood pulp are here in a combination which it would be difficult to parallel in any other country in the world. The timber is of the best quality for pulp-



S. S. "Bruce" at Placentia.

making, and by replanting, as the work goes on, the area is literally inexhaustible. Coal mines are close at hand; unlimited water power; the marble of the Humber valley will supply lime to any extent, while to crown all, at Bay of Islands, are enormous masses of iron pyrites containing fifty per cent. of sulphur from which sulphuric acid can be made, an essential

element in manufacturing the finest kinds of paper pulp. With such a combination of advantages it is reasonable to expect a great success. A thriving town, it may be anticipated, will spring up here and the solitudes, hitherto the domains of the deer, the fox and the wolf, will be resounding with the din of human labor. The natural beauties of Grand Lake are very striking, especially the cascades of which there are more than a hundred on its shores and on the great island. Deer are abundant on the plateaus overlooking the lake, also in the neighboring Whitehill Plains.

The line now passes along Kitty's Valley—203 miles—and Gaff Topsail is reached—213 miles—the watershed between Exploits and Grand Lake, the highest point on the railway, 1,700 feet above the sea—"the roof of the island," as it is called—being its most elevated plateau. Protruding through this roof are three remarkable granite eminences called "The Topsails"—detached masses of granite springing from the plateau to a considerable height. All around are bare granite ridges, and huge boulders of granite strew the surface. Here quarries have been opened, the quality of the granite being excellent.

The train now enters the great valley of the Exploits, containing much fertile soil and good timber. In summer, wooded hills, with their dark green foliage and wild flowers of various hues on the level places along the track, make a charming scene. The stations along the valley are Caribou, 224 miles; St. Patrick's Brook, 231 miles; Winter, Dawe, 252 miles; McCallum, 268 miles; Bishop's Falls, 280 miles, and Exploits, 292 miles on Norris's Arm, Notre Dame Bay is reached. The scenery here is exceedingly fine. The river is crossed by a splendid iron bridge, having a span of 250 feet. The course of the line is now southerly, and at Glenwood—316 miles—crosses

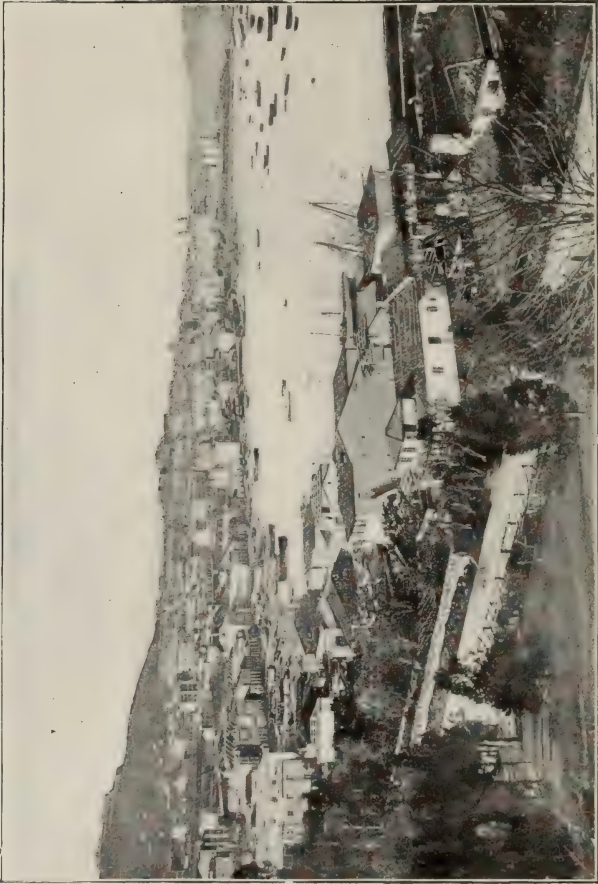
the Gander River, which flows through the finest lumbering region in the island. Here and at Benton—342 miles—and Gambo—356 miles—are several lumbering establishments. The Gambo is crossed by a steel bridge 240 feet long, resting on piers of solid masonry. The Gambo River and lake of the same name abound in trout and salmon, and the surrounding country in deer and other game.

Passing Alexander, Terra Nova, 381 miles; Clode Sound, Thorburn Lake, Shoal Harbor, 412 miles; Clarenville Station is reached, 416 miles. Here again the line touches salt water, the scenery being very fine. Port Blandford is on Clode Sound, an arm of Bonavista Bay. Sea bathing is to be had here in perfection, and it is likely to become a favorite watering-place. Salmon and trout abound in the neighboring streams.

The stations from Clarenville to Whitbourne are Northern Bight; Whiteway, 443 miles; Arnold, La Manche, Rantem, 458 miles; Tickle Harbor, Placentia Junction, Whitbourne, 449 miles. From Whitbourne, the train runs to St. John's, distance  $57\frac{1}{2}$  miles, by Holyrood and the shore of Conception Bay.

### ST. JOHN'S TO HARBOR GRACE.

The distance from St. John's to Carbonear via Brigus Branch is  $83\frac{3}{4}$  miles. The scenery along this line is very attractive and the tourist should not omit to make the excursion. Topsail—15 miles—is a pretty village on the shore of Conception Bay, with comfortable boarding-houses. It is a favorite summer and bathing resort, and has been somewhat ambitiously styled "The Brighton of Newfoundland." Holyrood—33 miles—at the head of the bay presents some striking scenery, especially in its sea arms. Indeed, the scenery of the whole bay from Topsail, where it first comes into view, can



Harbor Grace.

scarcely be surpassed. The thriving little town of Brigus, picturesquely situated among the rocks, with a population of 1,540, is 55 miles from St. John's. The remaining stations are Clark's Beach, 61 miles ; Bay Roberts, 65 miles ; Spaniards Bay, 68 miles ; Harbor Grace, 75 miles ; Carbonear,  $83\frac{3}{4}$  miles. Harbor Grace, the second town of the island—7,054 population—is a clean, well-built place, finely situated and a centre for shipping. Its trade was formerly much larger than at present. The handsome Roman Catholic Cathedral, which was destroyed by fire four years ago, has been rebuilt. The process of packing boneless codfish, tinning caplin and making refined cod liver oil can be seen here. Carbonear, 3,756 population, is a neat, thriving place with a fine harbor. A carriage drive of sixteen miles, from Carbonear to Heart's Content on Trinity Bay, will be found enjoyable. This is the western terminus of the Anglo-American Company's cables.

### ST. JOHN'S TO PLACENTIA BY RAILWAY.

No tourist should fail to pay a visit to Placentia—the old French capital—one of the most interesting places in the island, not only on account of its historic associations, but for the exquisite beauty of its scenery, especially along the arms of the sea, one of which runs ten miles inland. In July these arms abound in sea trout ; and with the salmon and river trout make the place a paradise to the angler. The walks and drives about Placentia are delightful and in its scenic beauty the artist will find much of interest.

The route is the same as to Harbor Grace as far as Whitbourne Junction,  $57\frac{1}{2}$  miles from St. John's. At Placentia Junction,  $64\frac{1}{2}$  miles, the line diverges to the left and runs southwest past Ville Marie,  $78\frac{1}{2}$  miles, to Placentia,  $84\frac{1}{2}$  miles

from St. John's. Board can be had at a moderate rate. The town, 5,362 population, has a quaint appearance, being built along a shingly beach. It was founded and fortified by the French in 1660, and held by them till 1713. The remains of the oldest Protestant Church in the island—Church of England—are here, but in a most delapidated state. To this church belongs a handsome communion service of silver in five pieces, presented by William IV. when, as a midship in the «Segasus,» he visited Placentia. It is carefully preserved and shown to visitors. It bears the inscription: «Given by His Royal Highness, Prince William Henry, to the Protestant Chapel at Placentia, Newfoundland.» There are strong reasons for believing that this church was built soon after the Treaty of Utrecht, 1713; so that this humble wooden structure has braved the storms of probably 186 years. On one of its old tombstones is an inscription in the Basque language, the Basques having been among the earliest fishermen on the coast. The old Court House, close to the church, contains some curiosities. Other objects of interest are Castle Hill, with remains of the French fortifications; Point Verde, three miles, and Lilly White Pond, famous for its trout. A steamer plies on the bay, affording a charming trip in fine weather. On the shores are La Manche, lead and silver mine and Silver Cliff mine.

A most beautiful drive to Salmonier—an arm of St. Mary's Bay, some twenty-five miles distant—affords many varied and picturesque views. In the season excellent salmon fishing can be had at Salmonier which can also be reached by wagon from Holyrood, Conception Bay.

## CHAPTER XII.

### GAME.

That Newfoundland presents to the lovers of sport attractions such as few other countries possess is admitted by all who have given it a trial. Its countless lakes and lakelets abound in trout of the finest description, and these are also the abodes of the wild goose, the wild duck and other fresh water fowl. The willow grouse or ptarmigan, the rock ptarmigan, the curlew, the plover, the snipe are found in their proper season in many parts of the island, on the great «barrens,» or in the marshy grounds in immense numbers. The sea pigeons and guillemots are seen all around the shores and adjacent islands. The large Arctic hare and the North American hare, called erroneously by the natives «a rabbit,» are to be met with, especially the latter, in great abundance. The North American hare has spread over every part of the island, and in the fall and winter form an important item in the food of the working classes.

Above all, the noble caribou, or deer, in vast herds traverse the island in their periodical migrations and furnish the highest prizes for the sportsman. Finer salmon streams than those of the island naturally are, or rather were, could not be found elsewhere, but, unfortunately, they have been left unprotected so long that many have been seriously injured. During the last eight years, however, the Department of Fisheries have placed them under stringent rules and regulations and employed wardens who patrol the streams during the salmon season. It is confidently anticipated that in a few years they will be



Mountain Cliffs.

restored to their former abundance. Even now there are salmon rivers where the angler may find excellent sport. For more adventurous sportsmen there are the black bear and the wolf in the interior, while the beaver and otter are found there around the lonely lakes and ponds. Now that these sporting regions are rendered more accessible by the railways, sportsmen are arriving in increasing numbers, especially from the United States and Canada, and these spread the fame of the island far and wide as a sporting country.

The caribou, or reindeer, are finer than those of Norway or Lapland, being much larger and carrying much finer horns. Big stags have often been shot weighing from 500 to 600 lbs. The antlers of the stag are palmated, sweeping backward and of magnificent proportions, the brow antlers in some, meeting over the nose. These horns are shed in November. Their migrations are as regular as the seasons, from the south where they pass the winter to the northwestern portion of the island where they feed and bring forth their young. When the



October frosts begin to nip the vegetation they turn towards the south and repeat their long march. September and October are the months for shooting. Some knowledge of the country and the assistance of a Mic Mac Indian or two is desirable. There are favorite grounds known to the initiated and to the Indian guides where deer-stalking can be enjoyed to perfection. One of these is «the barrens,» overlooking Grand Lake opposite the north end of the island. Here they collect in large numbers before setting out on their southern migration. The «White Hills» is another favorite stalking ground. Inland from the various settlements on the southern shore, in the late autumn and early winter great numbers of deer are slain. Lord Dunraven, the great sportsman, says in *The Nineteenth Century*: «The Caribou are plentiful and the Newfoundland stags are finer by far than any to be found in the North American Continent. Fur is plentiful; wild fowl and grouse abundant, and the creeks and rivers are full of salmon



Mid-Summer Outing.

and trout.» Captain Hardy, in *Forest Life in Acadia*, says: «I know of no country so near England which offers the same amount of inducement to the explorer, naturalist or sportsman, as Newfoundland. The caribou are scattered over an area of some 25,000 square miles of unbroken wilderness, more or less abundantly.» There are large areas entirely unfit for cultivation but admirably adapted for the support of deer, and here, with due protection, will be, for years to come, the finest deer park in the world.

The close time for willow grouse (partridge) begins January 12, ends September 15th in any year. Curlew, plover, snipe, close season is from January 12th to August 20th.

For otters, 1st April to 1st October. For rabbits and hares, 1st March to 15th September. For salmon, from 11th September to 30th April. For trout, char, whitefish, landlocked salmon, 10th September to 15th January next, following.

For caribou, 1st February to 15th July, and from 7th October to 20th October. License to kill caribou, \$100 for non-residents of the Colony. Not more than three stags and two does to be killed per season by one person.



## CHAPTER XIII.

### THE FRENCH SHORE QUESTION.

Among Great Britain's forty colonies the position of Newfoundland is, in one respect, unique. The sovereignty of the entire territory belongs exclusively to Britain, but the French, since the year 1713, have had the right of fishing along more than half the shores of the island, and of using that portion of the coast for such purposes as may be necessary in curing and drying fish. In addition to this important privilege the French have had ceded to their possession two small islands at the entrance of Fortune Bay, as a shelter for their fishermen, the only condition attached to the possession of them being that no fortifications should be erected. The line of coast to which these treaty rights apply extends from Cape Ray around the western, northern and northeastern shores as far south as Cape St. John, being fully half the entire coast of the island, and by far the most valuable and fertile portion.

The French have no right to occupy permanently or settle any portion of the shore, or erect any building except such huts and scaffolds as may be necessary for curing and drying their fish. Their fishermen are not allowed to winter in the island. The concessions were first made to the French by the Treaty of Utrecht, 1713, and confirmed and extended by the Treaty of Paris, 1763, and that of Versailles, 1783, and finally by the second Treaty of Paris, 1815. The effect of these treaties on the progress of the colony has been disastrous. Had this great stretch of coast not been practically locked up by these treaties it would have been long since occupied by a fishing, farming,

mining and lumbering population and thriving towns and villages would have sprung up along its entire extent.

For more than a century a serious difference of opinion has existed between England and France as to the interpretation of these treaties, the language of which is often obscure. The French contend that the treaties give them the exclusive right to the fisheries, and also the use of the shore, so that British subjects cannot lawfully fish within those limits or occupy the land for any purpose. Were this contention well founded it would close up the best half of the island against its use by British subjects, in order that along a coast 450 miles in length a few French fishermen might, during three or four months of the year, catch and dry a few cargoes of codfish. But as the French cannot use the land except for one purpose, their dog-in-the-manger policy would prevent either party from turning the land to practical account.

England, however, and her subjects in the colony have always repudiated this interpretation of the treaties and maintained that they have a concurrent right of fishing wherever they do not interfere with the operations of French fishermen, and, moreover, that they have a right to settle on the land and develop its resources. In point of fact 11,000 fishermen, British subjects, are now settled on the treaty shore. Magistrates have been appointed and law courts established and customs duties collected, and, as a necessary sequel, these British subjects elected three members to represent them in the Legislature. This, of course, has complicated matters, considerably and a condition exists which constantly imperils the peace of the two nations. The French stubbornly insist on their rights and refuse to arbitrate.

Four or five years ago a fresh complication arose about taking and canning lobsters. The French claim a right to take



lobsters, of which there is no mention whatever in the treaties. Many attempts have been made to arrange these difficulties, but all proved abortive. At present a *modus vivendi* has been agreed on which soon terminates. At the request of the Government of Newfoundland the Imperial Government in 1898 sent out a Royal Commission to investigate matters. They have reported the result of their inquiries.

The conviction has taken deep root in the minds of the colonists that there will be no solution of these grievances till the French claims on the shores of the island are wiped out, whether by purchase or exchange of territory. There can be no doubt that the new line of railway is destined to be an important factor in the settlement of this question. Once these solitudes are peopled by a busy, thriving population, farming, fishing, lumbering, mining and pulp-making, the French fishermen will find there is no room for them and the pale ghosts of the old treaties will vanish forever.



## CHAPTER XIV.

### THE FRENCH ISLANDS.

The islands of St. Pierre and Miquelon were ceded by Great Britain to France by the Treaty of Paris, 1763, «as a shelter for her fishermen.» They are situated at the mouth of Fortune Bay, about thirteen miles from the Peninsula of Burin, the nearest point of Newfoundland, and about equi-distant, 135 miles, from Cape Race and Cape Ray. A French steamer, the «Pro Patria,» plies fortnightly between St. Pierre and Sydney. There is no other means of communication. The island of St. Pierre is about seven miles long and five in width. Great Miquelon Island is twelve miles long and is connected by a sandy isthmus with Little Miquelon, or Langlade Island, which is about the same size. St. Pierre is by far the most important, containing the capital and the only good harbor. The two islands contain a resident population of 6,247, of whom 5,703 are in St. Pierre.

The Bank fishery carried on from here is of great importance, providing France with an important part of her fish food supply. The average annual export of cod from the islands is 70,000,000 pounds, and the number of fishermen employed is between 5,000 and 6,000. Vegetation on the islands is of the poorest description, only a few garden vegetables being grown.

The town of St. Pierre (Hotel Joinville, International Hotel), which lies on the east side of the island, is the seat of the Governor, and is the landing place of the two trans-Atlantic cables. During the fishing season it presents a very busy aspect, its roadstead often containing hundreds of fishing

vessels, and a large addition to its population is temporarily made. The chief buildings are the Governor's House, the Court of Justice, the large church and convent and the schools. There are also some handsome private dwellings. Altogether the little town is unique in character, and the tourist will find much to interest him in it, and in the manners and customs of the fishermen who frequent it.





## CHAPTER XV.

### THE INHABITANTS OF NEWFOUNDLAND.

The 210,000 people who at present constitute the population of Newfoundland are come of a good stock, or rather stocks, for they are derived exclusively from the Saxon and the Celtic races. This is not unimportant, for race counts for a good deal. Climate, modes of life, general environments may do much to modify racial characteristics and tendencies, but can never wholly efface them. Blood can never cease to be important. The people who are doing the work of to-day are the epitome of their respective long lines of ancestry—the summing up of whole generations whose labors and moral and intellectual attainments have culminated in themselves and made them what they are. Ancestry is an important factor in shaping the destinies of a people. Newfoundland was originally peopled by settlers from the west of England and by Celts from Ireland. Moreover, the good blood in this isolated region has been kept free from any undesirable intermixtures, and so far this blended race has been developed under favorable conditions. The intermixture of Saxon strength, energy, endurance and capacity for hard toil, with Celtic swiftness, brilliancy, imaginativeness and emotional activity ought to produce a superior race, having the best qualities of the stocks from which they have originated.

Newfoundland enjoys the distinction of being Great Britain's oldest colony. This was the first portion of the Western World on which the Saxon set his foot. Some of the earliest settlers were born in «the spacious times of great



Fishing—Waterford River.

Elizabeth,) men brave, enterprising, true sea kings who could «fearlessly lay their hands on ocean's mane.» Many of them were Devonshire men, the country that produced Sir Walter Raleigh and his half brother, Sir Humphrey Gilbert, and Drake and Hawkins and many another old English worthies. To these were added, at a later date, some of Ireland's best blood. Thus on the soil of Newfoundland have met the tough, enduring Saxon and the more lively, versatile Celt, in proportion not far from equal, and from this wholesome amalgamation of races have sprung the stalwart men and comely maids and matrons whom the traveler of to-day looks on with admiration.

The race has taken kindly to the soil and thriven. Reared in one of the most salubrious climates of the world, engaged largely in open air employments, many of them constantly

battling with the billows, a hardy, energetic race has grown up well fitted for the world's rough work. They and their fathers have buffeted the billows, and drunk in the health-giving breezes, and now we find the present generation of Newfoundlanders a hardy, robust race in their general physique. They are now rapidly learning to appreciate the value and importance of education for which a liberal provision has been made by the State, and in which very great improvements have been effected in recent years. When young Newfoundlanders go to other countries for the professional training, not yet attainable at home, they are found in many instances to be able to compete successfully with other youths and to win honors at school and college. Indeed, any one who comes into contact with the masses of the people cannot fail to be struck with their mental intelligence and quickness. When education has done its work it will be found that here is a people who when duly cultured will play no unworthy part in the world of the future and will compete with the brain-workers of the coming age in all departments of life.

As to moral qualities it is admitted on all hands that a more orderly, law-respecting and sober people cannot be found elsewhere. Their kindness and hospitality to strangers who visit the country are proverbial. A traveler finds himself at once at home in Newfoundland whether in the capital or the more distant settlements, and all vie with each other in showing him attention. Quiet, orderly, church-going, attached to their religious faith, the people live peacefully among themselves, and outbreaks of bigotry or fanaticism are almost unknown. Kindness to the poor and indigent is a marked feature in the character of the people. Charitable societies are everywhere liberally supported.

There is, of course, no distinction of ranks other than that

arising from wealth, education or official or professional position. The upper class is composed of the officials of the Government, Members of the Legislature, judges, clergy, merchants, doctors, lawyers and wealthy individuals who have retired from business. The middle class is composed of the newer merchants, importers, commission agents, shopkeepers, tradesmen, farmers, and that large class who, by industry and economy, have acquired a modest competence. This middle class, well named "the shield of society," is steadily increasing. On its growth and permanence largely depends the future of the country. It is among them that the sentiment of progress has taken deepest root, and that strong desire for the development of the resources of the island is most keenly felt. The fishermen and the working classes generally welcome the prospect of new industries for the support of themselves and their children, knowing that the fisheries alone are insufficient to maintain their increasing numbers.

The capitalists of the country are the merchants, numerically a small class, but vitally important to the interests of the community and the prosecution of the staple industries on which the bulk of the people depend for a subsistence. They collect export and dispose of the various products of the fisheries; and import merchandise of all kinds, food, clothing, fishing gear, etc., required by the fishermen. Their vessels carry the dried fish and oil to the consuming countries, such as Brazil, Spain, Portugal and Italy.

The "credit or supplying system," once universal, is now greatly curtailed. The fishermen are becoming more prudent and thrifty than formerly and a number of them can dispense with supplies on credit, and pay in cash for what they require. Those who combine farming with fishing are invariably the most independent and comfortable of their class. On the whole, the

fishermen of Newfoundland, though they have not much of this world's goods, compare not unfavorably as to their condition with the laboring classes of other countries. If, at times, they have privations and hardships they have many compensations for these in their free, open-air life, their robust health and their capabilities of enjoying simple pleasures. There is, perhaps, as much genuine happiness among them as among any similar number who toil for their daily bread.

One marked feature in their character is their passionate attachment to the land of their nativity. Winter is the fishermen's season for enjoyment. In their homes, however poor, life claims its right to gladness and relaxation. The season for «fireside enjoyment, home-born happiness» is welcomed. They have their social pleasures, out and indoor amusements, games, shooting, hunting and trapping. Dancing is a favorite winter amusement, and to the music of the fiddle, the flute, the fife, or, in the absence of any other instrument, the jewsharp. They dance for hours with a vigor and honest heartedness which, perhaps, brings them more real pleasure than is experienced in the ball-rooms of fashionable life. Weddings, in particular, are celebrated with an amount of gaiety and festivity which at once indicates an exuberance of animal spirits and a kindly sympathy with the «happy couple.» Human nature is much the same in all ages and countries, and from Cana to Newfoundland marriages call forth the notes of gladness.

The close of the fishing season is the favorite time for weddings. Then if the fishery has been good there is an epidemic of marriages, and the hearts of priest and parson sing for joy, fees being prevalent and general good cheer. Winter is also the season for tea festivals, religious and secular soirees, lectures, concerts, readings, with music, etc. St. John's, the capital, of course, takes the lead in such matters and sets the

fashions. A taste for theatricals, operas and concerts has been developed among the people, and the attendance at these entertainments is usually large. Reading-rooms, libraries and clubs furnish social and intellectual enjoyments. With balls, skating-rinks, snow-shoeing, tobogganing and sleighing the winters pass right pleasantly among the well-to-do classes.

In the larger towns and villages similar social enjoyments, on a smaller scale and of a simpler character are multiplying, and newspapers, books, periodicals now find their way among the lonely dwellers by the sea where formerly they were almost entirely unknown, and are stirring intellectual life among the toilers of the deep. Many a day may elapse before these stirring impulses make themselves broadly visible among a people so long insulated from the outside world, but the latent possibilities are here, and in that great innovator, the railway, they have secured a basis on which progress, material and mental, rests securely. Think what the New England States, and what are now the best parts of Canada were a century ago, and in their growth may we not see a promise of what the small population of this island will yet become under the quickening touch of our modern civilization.



## CHAPTER XVI.

### POPULATION, RELIGIOUS DENOMINATIONS, ETC.

In 1698 the resident population of the island was only 2,640; in 1785 it had increased to 10,000; in 1825 to 55,719; in 1845 to 98,703; in 1874 to 161,374, and in 1891 to 202,040, Labrador included. At this date, 1898, it is probably about 211,000. From 1874 to 1884 the increase was at the rate of 22.4 per cent. in ten years. Since the last date there has been a falling off in the rate of increase, owing to emigration, caused by bad fisheries, but with the return of better times in recent years emigration has lessened and probably the increase of population has resumed its normal proportions. According to the census of 1891, the last taken, the religious denominations numerically stood as follows:

Church of Rome, . . . . .	72,696
Church of England, . . . . .	69,824
Reformed Church of England, . . . . .	487
Methodists, . . . . .	53,276
Presbyterians, . . . . .	1,449
Congregationalists, . . . . .	2,092
Baptists and others, . . . . .	37
Moravians (Christianized Esquimo), . . . . .	1,397
Mic Mac Indians, . . . . .	20

By the same census the sexes stood to each other thus:

Males, . . . . .	100,684
Females, . . . . .	97,259

The number of males engaged in curing fish was 35,931;  
of females engaged in curing fish, 17,571.

The number of churches was as follows:

Church of England, . . . . .	156
Church of Rome, . . . . .	131
Methodists, . . . . .	128
Other denominations, . . . . .	12



Deer-Stalking.



## CHAPTER XVII.

### EDUCATION.

The educational system is carried on upon the denominational system, each religious denomination receiving a grant for education from the public funds in proportion to its numbers. Separate boards of education in the different districts have charge of the elementary schools. Four superintendents of education are appointed by Government for Roman Catholic, Church of England, Methodist and Presbyterian schools and colleges respectively. In recent years the progress made in education is of a very satisfactory character, though, of course, much yet remains to be done, especially in the more distant settlements. That the separate system of education is more costly and leads to a waste of means and power, must be allowed; but, as things now stand and in the present state of denominational feeling, it probably gives the best results that are now attainable.

The appointment—four or five years ago—of a «Council of Higher Education,» composed of the representatives of all denominations, was a step in the right direction, and will tend to produce greater unity of action in connection with the higher branches of education. It brings together men from all parties who take an interest in education and leads them to feel that here is a common ground on which they can meet and act for the good of all. The necessity of educating the masses who now have manhood suffrage, is by those who have the direction of public affairs, felt more keenly. When, by law, every man on reaching the age of twenty-one, is entitled to vote in the

election of members of the House of Assembly, the safety and well-being of the commonwealth require that such a power should not be exercised by an uneducated people.

The Legislative Grant for all educational purposes is about \$151,891 per annum. Of this

Elementary Schools receive . . . . .	\$97,753
Pupil Teachers, . . . . .	5,610
Encouragement of Teachers, . . . . .	25,297
Inspection, . . . . .	6,060

Legislative grant for colleges:

Church of England, . . . . .	\$3,328
Church of Rome, . . . . .	3,465
Methodist, . . . . .	2,539
Presbyterian, . . . . .	990

In 1893 an act was passed to provide for higher education. This act makes provision for the appointment of a Council of Higher Education, with the view of promoting a higher standard of education throughout the colony by the holding of examinations and the awarding of prizes and diplomas and scholarships to successful candidates. The council is to consist of twenty-three members, and the Superintendents of Education and Headmasters of Colleges are members *ex officio*. The sum of \$4,000 annually is appropriated for the purposes of this act, and the Jubilee Scholarship is made subject to the regulations of the Council.

The total number of elementary schools is 549; the number of pupils, 33,834. The number of pupils attending colleges is 723. The grand total attending colleges and schools, 34,557.

## CHAPTER XVIII.

### FORM OF GOVERNMENT.

Since 1855 the Colony has enjoyed the boon of «Responsible Government.» According to this mode of government the party who are sustained by a majority in the Legislature have at their disposal the appointment to the principal offices of the Colony. The House of Assembly is elected by the people; the Legislative Council is nominated by «the Governor-in-Council.»

The form of government consists of a Governor, who is appointed by the crown, his salary being paid by the colony; an Executive Council, chosen by the party commanding a majority in the Legislature, and consisting of seven members; a Legislative Council of fifteen members, nominated by the Governor-in-Council, and holding office for life; and a House of Assembly, at present consisting of thirty-six members, elected every four years by the votes of the people, every male on reaching the age of twenty-one having a right to vote. In the governing body thus consisting of the Governor representing the sovereign, the Legislative Council and the House of Assembly, is vested collectively the legislative power. They have also exclusive jurisdiction over such matters as the public debt and property; raising money on the credit of the Colony by loan, taxation, postal service, trade, commerce, fisheries, etc. The General Government is also custodian of the public funds, from which is disbursed the expenses of the public service. There are eighteen electoral districts, sending thirty-six members to the House of Assembly. The members of both branches of the Legislature are paid. Members of the House of Assembly, if



A Grove of Firs by the Riverside.

resident in St. John's, receive \$194 per session; if resident elsewhere \$291 per session. The members of the Legislative Council receive \$120 per session; the president \$240. The Speaker of the House of Assembly receives \$1,000 per session.

The Governor, who is also Commander-in-Chief in and over the Colony and its dependencies, has the power in the Queen's name to commute the sentence of a court of justice; to summon, open, prorogue, and on occasions dissolve the Local Parliament; to give or withhold assent to or reserve for the Royal consideration all bills which pass both Chambers.

The Legislature must meet once a year, and is usually summoned for the despatch of business in the month of February. Thus the colony may be described as self

governing. The electors in reality govern the country, as they choose the members of Assembly, who, by their votes, maintain in office or overthrow the government of the day. The Colony, like England, enjoys «Responsible Government;» that is, each government is responsible to the people, through the members of the Legislature they elect, to carry out their wishes.

The Supreme Court is composed of a chief justice and two assistant judges. It holds two terms or sessions each year, in May and November. There are also circuits of the Supreme Court, presided over by the chief or one of the assistant judges, in rotation. The chief justice's salary is \$5,000 per annum, and each assistant judge \$4,000 per annum. They hold their appointments for life. There is also a Court of Labrador, presided over by a judge who is nominated by the Governor-in-Council, salary \$1,154.

#### REVENUE—IMPORTS, EXPORTS, ETC.

According to the Newfoundland year book (latest issue), the revenue in 1895-96 amounted to \$1,564,457; the imports to \$5,986,571; the exports \$6,638,187; the funded debt at the close of 1896 was \$13,096,945. The great part of the public debt was incurred by building nearly 700 miles of railway. At the completion of the trans-insular railway (1898) the public debt was about sixteen or seventeen millions of dollars.

#### MONETARY SYSTEM.

The monetary system is similar to that of Canada, and Canadian coins pass at full value. British gold and silver coins pass current of £1=\$4—86 $\frac{2}{3}$ ; United States gold coin is taken at its face value. The notes of the three Canadian banks pass current at their face value.

## POSTAL INFORMATION.

The letter rate of postage within Newfoundland and to Canada is two cents per ounce; to Great Britain and other countries of the Postal Union five cents per half ounce; letters for delivery within the city one cent per ounce. Parcels to Canada cost fifteen cents per pound; to the United Kingdom eighteen cents for the first pound and twelve cents for each additional pound.

The telegraph rate from St. John's to places in Newfoundland varies from twenty-five cents per ten words and two cents for each additional word to fifty cents per ten words and four cents for every additional word. The rates to the nearest parts of Canada and the United States are \$1 and \$1.25 for ten words and nine to eleven cents for each additional word. To Great Britain the rate is twenty-five cents per word.



## CHAPTER XIX.

### THE ABORIGINES.

The inhabitants of the island on its discovery by Cabot in 1497 called themselves Beothiks. This was their tribal name. Their features resembled those of the Continental Indians. They had high cheek bones, small black eyes, straight black hair, and were of a copper color. Their weapons, canoes, tents or wigwams and domestic utensils resembled those of neighboring tribes on the continent. Their habits of life were alike in many respects, and they lived by hunting and fishing. There is strong reasons for believing that they were a branch of the wide-spread and warlike Algonkins, who once occupied nearly the whole of Canada and a large portion of the United States. Others hold that they were a separate and older race of red men who had at an unknown date migrated to Newfoundland, where for many centuries they sustained themselves and increased in numbers.

When first made known to the white men these Beothiks were a numerous and powerful race, well developed physically, of quick intelligence, tractable, and not indisposed to friendly intercourse with the pale faces. They had lived for unknown ages unmolested, hunting and fishing. With countless herds of the finest deer, vast flocks of ptarmigan, ponds abundantly stocked with beaver and trout, rivers swarming with salmon, wild ducks and geese in spring and summer, the island must have been a paradise to these red men who revelled in savage abundance.

But as in all similar cases the coming of the white men

sealed their doom. For 300 years afterwards they continued to exist, but were gradually becoming fewer and weaker. In despair, the forlorn band that remained retreated to their last refuge at Red Indian Lake; and here they died, one by one, till not a living representative remained of a once vigorous and warlike race.

There are few darker chapters in the history of the white man's progress in the New World than that which records the fate of the unhappy Beothiks.





## CHAPTER XX.

### LABRADOR.

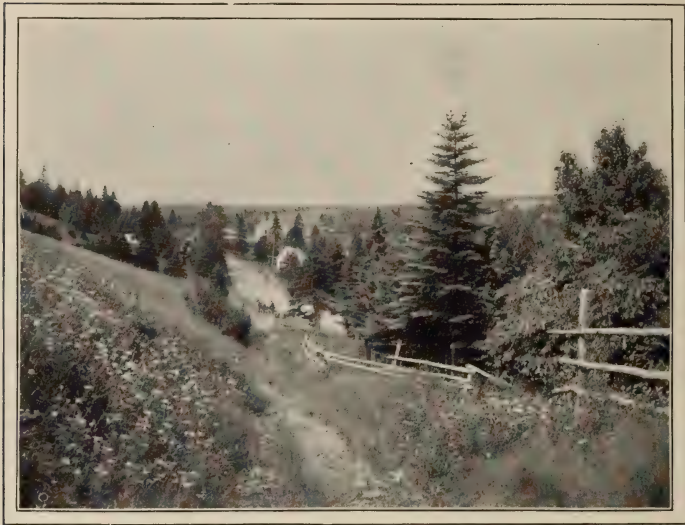
As a large portion of Labrador is under the jurisdiction of Newfoundland, and as some 20,000 of Newfoundland fishermen resort each year to its coasts for fishing purposes, and one-fourth of all the fish exported from the island is taken on that coast, a brief account of it is desirable.

This great peninsula lies between the Gulf of St. Lawrence, Hudson's Bay and Straits, and the North Atlantic. The coast line on the Atlantic, from the Straits of Belle Isle to Cape Chidleigh, is 1,100 miles in length; its greatest breadth is 600 miles, and its area 420,000 square miles, being equal to the area of the British Isles, France and Austria combined. The eastern coast, from Blanc Sablon to Cape Chidleigh, belongs to Newfoundland; the rest to Canada; but the boundary between their respective portions has not yet been defined.

The climate is rigorous in the extreme. The snow lies from September to June. In winter the whole coast is blockaded with ice fields, drifting from Baffin's Bay and other outlets of the Arctic Ocean, while in summer the glittering icebergs, stranded or floating, impart a stern beauty to its storm-beaten shore. Perhaps no country on the face of the globe is less attractive as an abode of civilized man. Much of the surface of the country is covered with low mountains and barren plateaus, on which are vast plains of moss, interspersed with rocks and boulders. At the heads of the bays and fiords only, is there a large growth of timber, and along the margin of some of the rivers patches of cultivable land are to be found.

The Atlantic coast of Labrador is a grim and terrible wilderness, but having many scenes of awe-inspiring beauty. The interior is a vast table-land 2,000 feet above the sea-level, boulder-strewn, covered with caribou moss, and in the hollows grow stunted spruce, birch and aspen.

Were it not for the fish that swarm in its waters, Labrador



Along the Country Road.

would be left to the few tribes of Indians and Esquimaux who roam over its desolate wastes; but such is the extraordinary wealth of the adjacent seas that thousands of adventurous fishermen are annually found on its shores during its brief summer. This migratory population numbers about 20,000. The fixed population consists of white inhabitants who live in small, widely-scattered settlements on the Atlantic and St.

Lawrence coasts, and at the posts of the Hudson Bay Company. The northern coast is thinly peopled by wandering Esquimaux, among whom the Moravian missionaries have been laboring for more than a century with much success. Nomadic tribes of Indians roam in the interior and are known as Montagnais, or Mountaineers; the Nasquapee, the Mastassini and the Swampy Creek Indians. They are believed to be of Algonkin origin.

Of late years Labrador has been visited by an increasing number of tourists in search of the picturesque, artists to sketch the icebergs and coast scenery, sportsmen and anglers and even invalids in pursuit of health. This stream of visitors is likely to be greatly increased when direct and improved service between St. John's and Labrador is established. Those who enjoy the grander and sterner aspects of Nature will then have an opportunity of gratifying their tastes. There are no scenes of softened beauty on Labrador, but there is the grandeur of massive perpendicular cliffs, sometimes sculptured into shapes of stern beauty, or torn and jagged by the fierce frosts and tempests of winter and the ever-knawing tooth of time.

One of the most remarkable pieces of scenery on Labrador is at Chateau, north of Battle Harbor, which has within it the noble fiord of Temple Bay. Chateau gets its name from the rock formations at the mouth of this deep, narrow bay. This castle-like pile of basaltic rocks rises in vertical columns from an insulated bed of granite. Its height from the level of the ocean is upwards of 200 feet. It is composed of regular five-sided prisms, and on all sides the ground is strewn with single blocks and clusters that have fallen from their places. It seems like some grim fortress of the feudal ages from whose embrasures big-mouthed cannon were ready to belch forth flame and smoke. Chateau was once a place of some import-

ance and has its historic associations. When the unfortunate Acadians were driven from their homes a number of them found a refuge on this spot, which they fortified, the remains of the fortifications being still visible. There was once a British garrison at Chateau to protect the fisheries, but it was captured in 1763 by an American privateer and three vessels, and £70,000 worth of property carried off. In 1766 the French bombarded and took it. Sandwich Bay, further north, is nine miles wide at the entrance and fifty-four miles in length. But the most important of all the fiords is Hamilton Inlet or Esquimaux Bay, which is thirty miles wide at the mouth and extends 150 miles from the sea. The chief river of Labrador falls into this bay, it is called the Grand or Hamilton River. At a distance of 250 miles from its mouth are the Grand Falls, one of the most remarkable in the world, being 316 feet in height. Two exploring parties from the United States ascended this river, re-discovered the Grand Falls in 1891.

In winter thirty degrees below zero is common; but, owing to the dryness of the air and the absence of high winds, it is not uncomfortable and is bracing and healthful. The summer climate of the interior is said to be delightful.





R. G. Reid.



## CHAPTER XXI.

### NEWFOUNDLAND RAILWAY.

In 1878 Sir William Whiteway, the Premier of the colony, took the matter of a railway up in earnest and pioneered the way with much address and skill, and unwavering perseverance in the face of strong opposition. At length a joint committee of both chambers of the Legislature recommended a railway and a bill was passed in favor of its construction.

In 1885 the construction of a branch line, twenty-seven miles in length, from Whitbourne Junction to Placentia, the old French capital, was commenced and opened in 1888. The great innovator had got a firm footing in the island, and was hailed with almost universal approval. The extension of the line northward was now resumed, and a tender for its construction was accepted from Mr. R. G. Reid, an eminent contractor of Montreal, and the work commenced in October, 1890.

Meantime, however, a survey was made for a line to the west coast of the island, from the valley of Exploits. This route was found to be much more favorable than that already surveyed to the north. It passed through the best lands in the island along the Exploits and Humber Valleys, to the Bay of Islands, and then turning south opened St. George's Bay, the Codroy Valley and found a terminus at Port-aux-Basques, a fine harbor only ninety-three miles distant from North Sydney, Cape Breton. It was speedily and wisely decided to adopt this new route and to carry the northern line no further than Exploits, thence westward across the island and on to the southwestern extremity of the island at Port-aux-Basques, with the view of

connecting the colony with the continent by a swift steamer to North Sydney.

A new contract was signed on this basis on May 16, 1893. The total distance from St. John's to Port-aux-Basques was found to be 548 miles. It was completed in 1898. The terms of the contract were highly favorable to the colony. For constructing and operating the line payment was to be at the rate



Newfoundland Railway Bridge.

of \$15,600 per mile in debentures of the Government of Newfoundland, bearing interest at three and a half per cent. per annum.

Under the operating contract there was to be a grant in fee-simple to the contractor of 5,000 acres of land for each mile to be operated. Should the line be 500 miles in length



the land grant would be 2,500,000 acres. These grants were to be taken in alternate sections on each side of the railway, the colony retaining the same quantity of land given to the contractor, also in alternate sections, so as to prevent anything having the appearance of a monopoly. The grant being wilderness, land can only be turned to profitable account by the contractor by promoting settlement and the utilization of whatever resources they may contain, thus securing an increase of the population and wealth of the country, and swelling the revenue. It is the interest of the contractor to turn these lands to the best account, and in doing so he will give increased employment to the people, while at the same time, the Government's reserve of alternate sections will also be increased in value. Every way, therefore, the contract is favorable to the colony. Without the railway and the contingent improvements which it brings, these lands must have remained valueless indefinitely. These land grants, it should be noticed, are accepted by Mr. Reid instead of an annual subsidy in money as payment for operating the line for the first term of years when of necessity the revenue from passenger and goods traffic must be small. The colony thus escapes the heavy cost of operating the line at first by the concession of these lands which are entirely unprofitable. Moreover, Mr. Reid engages to sell his lands at thirty cents an acre—the Government upset price to all bona fide settlers.

Other advantages are the conveyance of mails three times a week instead of fortnightly as formerly, with an increase of business. The connection at North Sydney with the American railway system opens a desirable route for tourists and travelers, and gives a quick route of transit for goods. That a small colony, by no means wealthy, has discovered such spirit and energy as to undertake and carry out such an enterprise and



Placentia.

to make provision for payment of interest on its cost is certainly greatly to its credit; and it is now quite certain that it can shoulder the burden of debt incurred by its construction without any undue strain. Before the great innovator, the railway, old things will pass away and a new and better social and industrial life will begin.

In 1898 the Government entered into a new contract with Mr. Reid, which was ratified by the Legislature, the bill being passed by an overwhelming majority. According to this new agreement Mr. Reid undertakes to operate all the railways for fifty years, stringent conditions as to management, number of trains, rates, etc., being laid down. For the reversion of the

railway at the end of fifty years he agrees to pay \$1,000,000 within one year. Thus the colony is forever relieved of the heavy expense of operating the railway which for many years would otherwise be a drain on the revenue. The main benefit of the railway is the opening up of the interior, the development of its natural resources, the promotion of industrial enterprises and the connection with the neighboring continent which it secures. All these benefits are obtained, whoever may be the nominal owner of the line; and the million dollars is applied to the reduction of the public debt.

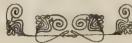
Further—Mr. Reid contracted with the Government to build and run seven steamers of a superior description—one in each of the large bays, so as to connect with the railway, and one to ply to Labrador in summer. A separate subsidy is given



Codroy Mountains.

for the services of these steamers. The steamers on the bays will be feeders for the railway and will afford facilities for tourists, travelers, etc., visiting these magnificent bays and enjoying some of the noblest scenery. It will thus be seen that he supplied to Newfoundland what it has long been seeking for in vain, namely, capital. In return for the operation of the railway he is to receive a further concession of land to the extent of 2,500 acres per mile, selected very much on the same lines as under the former contract.

These solitudes which shall never relapse into their past repose, at last resound with the echoes of the railway and all its vitalizing forces. They are the heralds of that dawn which has been delayed for ages, but which has come to mark the closing years of this auspicious century. It is a great public benefaction whose possibilities of development and ultimate good are beyond computation. The event, so long and so earnestly hoped for, the hard and patient toil, the privation and suffering, the heavy burdens borne by individuals and by the public—all these are transient and of small moment when compared with the great and pervading benefits which it is sure to bring for all time.



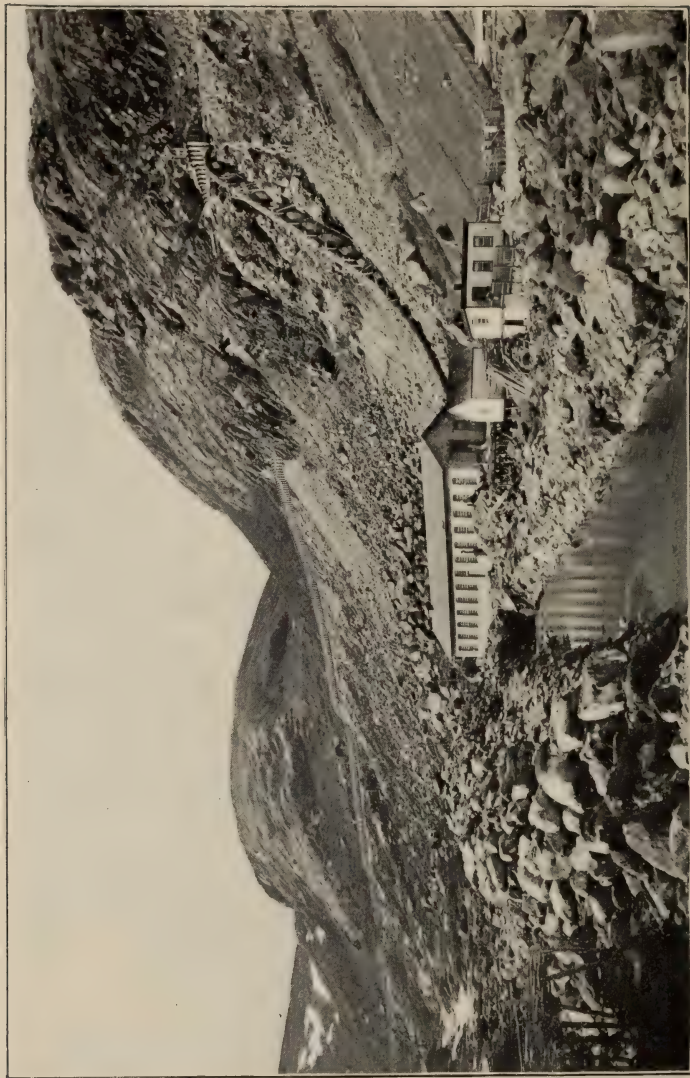
## CHAPTER XXII.

### PETTY HARBOR HYDRAULIC ELECTRICAL SYSTEM AND THE STREET RAILWAY.

The quiet fishing village of Petty Harbor, nine miles from St. John's, is the scene of a new and a wonderful activity. The repose of ages has been broken. It has been invaded by the genius of progress. The long wasted energy of its wayward river has been made to subserve the ends of utility. Controlled and directed it has become a mighty force for driving ponderous wheels with tireless velocity. This energy, transmitted to St. John's, drives the swift revolving dynamos in the sub-station. It is thus that man has enlisted this most potent and economic force of nature.

This system was devised in the earlier ages, and man at this late day has discovered and utilized it. Nature's processes are patient, momentous and slow. She to whom the centuries are but moments, takes no note of the transient and small concerns of man, the mere creation of a day. She could await, unperturbed, the cycles of the ages. Not so with man. The necessity is upon him and it must be met.

The road to Petty Harbor (the direct one should always be taken), winding through a beautiful valley, discloses a succession of varied scenic charms. In no direction from St. John's are there equal evidences of thrift and plenty. It is an inspiration to see the abundant crops, to inhale the pure air, laden with the odors of new mown hay, and to look upon the cultivated land, adorned by well-kept homes. The landscape

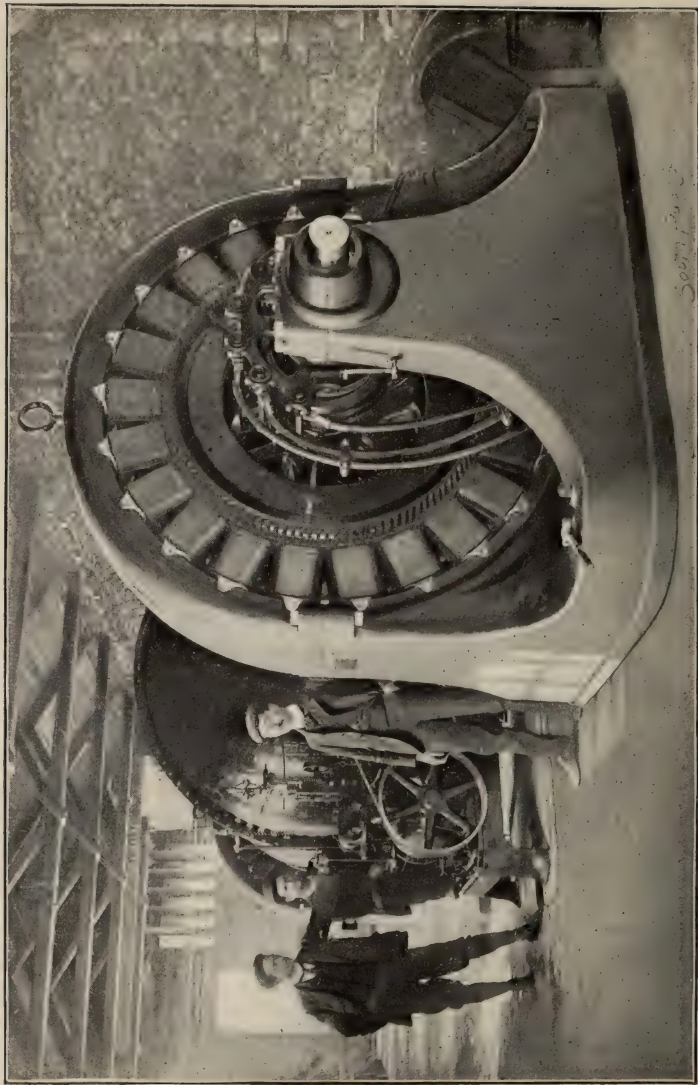


General View Power House, Flume and Pipe Line, Petty Harbor.

has ever-changing attractions. A short distance before reaching Petty Harbor a succession of clear water lakes comes in view. These are the source of the water to be utilized. Just before entering the village, the hills close down, leaving no choice to the tourist but to follow the river and visit the pleasant village, resting on either side of the bay, and at times building its houses far up the hill-sides. It is a typical Newfoundland fishing village, whose hardy fishermen have for generation after generation braved the perils of the sea. The storms may rage without, but here in this sheltered retreat the wave-tossed boat finds a safe harbor, and here its kindly people dwell in peace and contentment. It is a picture of natural repose in accord with the tranquil lives of its people.

The visitor to Petty Harbor has left behind the world of bustle, trade and show. He has forgotten its strifes, its anxieties and its ambitions, its struggles, its weariness and its vanities are things of the past. He has entered a more real existence, where true peace abides. He partakes of the calmer moods of those about him, and lives again the free and happier days of the long ago, when the small troubles of the day were lost in the sweet repose of the night. The needs of man are few ; his desires are many. It is little to supply his needs ; his desires are the source of his woes. Who, tossed on the ever-restless billows of life's sea, ever seeking, but never finding rest, would not learn a lesson of wise living from these careless villagers.

The several crystal lakes, resting upon an elevated plateau, have a superficial area of 56,000,000 square feet, and are a never-failing storehouse, from which the river, whose cadences have been stilled, draws its supplies. Its course has been dammed, and its stored waters are conducted by means of a flume eight feet square and 3,300 feet in length along a level



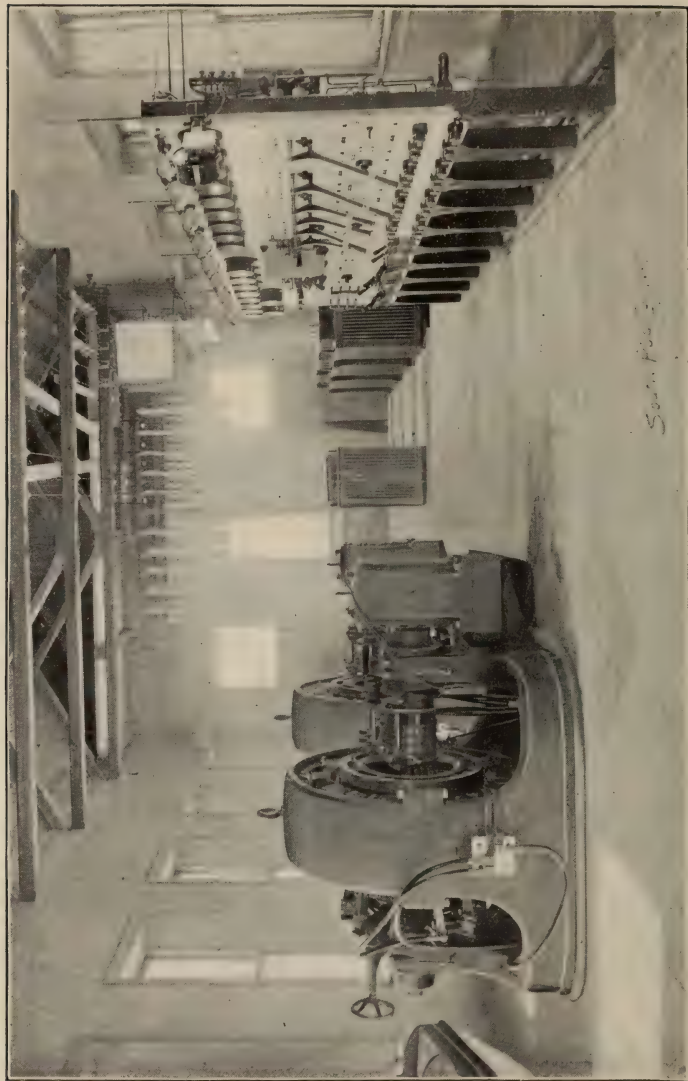
Westinghouse Generators at Power House, Petty Harbor.



to a tunnel that has been bored for 350 feet through a mountain of stone. At the opening of this tunnel, a steel tube, starting at a right angle, extends down a steep incline 185 feet to the power house. Down this tube the immense volume of water rushes with augmented momentum upon the water wheel. This is the embodiment of gigantic force, evolving hundreds of horse-power.

The present capacity of this power hydraulic plant is 1,600 horse-power, but the flume is sufficient for another plant of equal size in case of requirement. In transmission of the power to St. John's there is a loss of 20 per cent., which leaves an amount adequate to present demands. To supply this power reduces the level of the dam but six miles. Six wires are required to transmit the current from the Petty Harbor power house, seven and a quarter miles, to the sub-station at St. John's. From this sub-station adequate horse-power will be furnished to operate twenty street cars over seven miles of track, and the balance will be available for electric lighting and for operating motors for various mechanical and other purposes.

To the inhabitants of St. John's who, through all this long and dreary waste of years, have been dwelling upon the extreme outport of the continent, the diversion of this river from its idle pastime to practical ends—this final innovation—is an event of benign import. That, at last, upon the threshold of this great epoch, they should be transported to and fro by electricity, is a realization far greater than the dream of ages. It is meet that a people who have waited so long should enjoy the latest and the best fruits of all preceding research.



South Pole

Interior Westinghouse Rotary Converters' Sub-Station, St. Johns.

## CHAPTER XXIII.

### BELL ISLAND.

The deposit of red hematite iron ore at Bell Island, Newfoundland, has brought this once obscure isle in Conception Bay into great prominence. The island has an area of about sixteen square miles, it being some eight miles long and two miles wide. The discovery of this deposit dates back but a few years, and was purely accidental. A fisherman picked up what he supposed to be a heavy stone as ballast for his boat. Upon his arrival at St. John's, it was discovered by a mining prospector, who investigated it, and soon became satisfied of its value. This led to the vast development which has followed.

The ore exists under conditions so peculiar and remarkable as to render it the most interesting deposit yet discovered. The ore bed is composed of regular blocks of red hematite of various dimensions, from four inches in length, two inches wide and two inches thick, to larger sizes. They are piled up, one above the other with singular regularity, the deposits averaging eight feet in thickness, and covering an area of many hundred acres.

The Wabana mine, purchased by the Dominion Iron & Steel Company, extends over more than eight hundred acres, and is estimated to contain 28,000,000 tons of ore. This does not include the extensive areas still retained by the Nova Scotia Steel Company, nor does it include areas of the former extending under the sea. The Wabana mine is about two miles from the shore, from which a large pier extends. To this pier, which is supplied with pockets for holding it, the ore



*Shipping Iron Ore*



*Belle Isle*



*Iron Ore*



*Belle Isle*



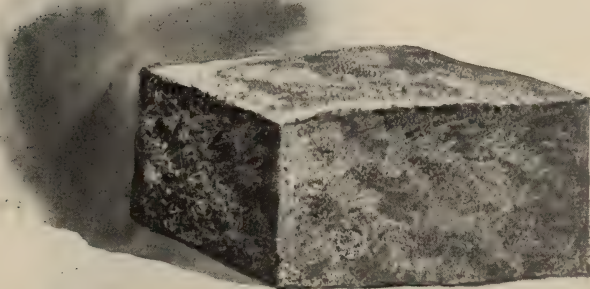
Bell Island.

is conveyed over two tramways in small cars, moved by an endless chain. The facilities for storing and loading the ore into vessels are so extensive and complete, that the largest ship can be loaded in a few hours.

The method of mining is simple, expeditious and cheap beyond precedent. Upon the removal of the layer of earth and rock, the ore bed is exposed. The blocks of ore are dislodged by charges of dynamite, and shovelled into the cars, the latter in turn conveying it to the pier.

At this early stage, any attempt to estimate the iron ore deposit of Bell Island would be a vague problem. It is evident that it is equal to the most exacting demands of both the Dominion Iron & Steel Company and the Nova Scotia Steel Company for indefinite coming years.

Until the discovery of this iron deposit, Bell Island was the site of small fishing villages safely ensconced in breaks in the



*Cube of Iron Ore  
Dominion Iron & Steel Co's Wabana Mine, Bell Island, Newfoundland.*



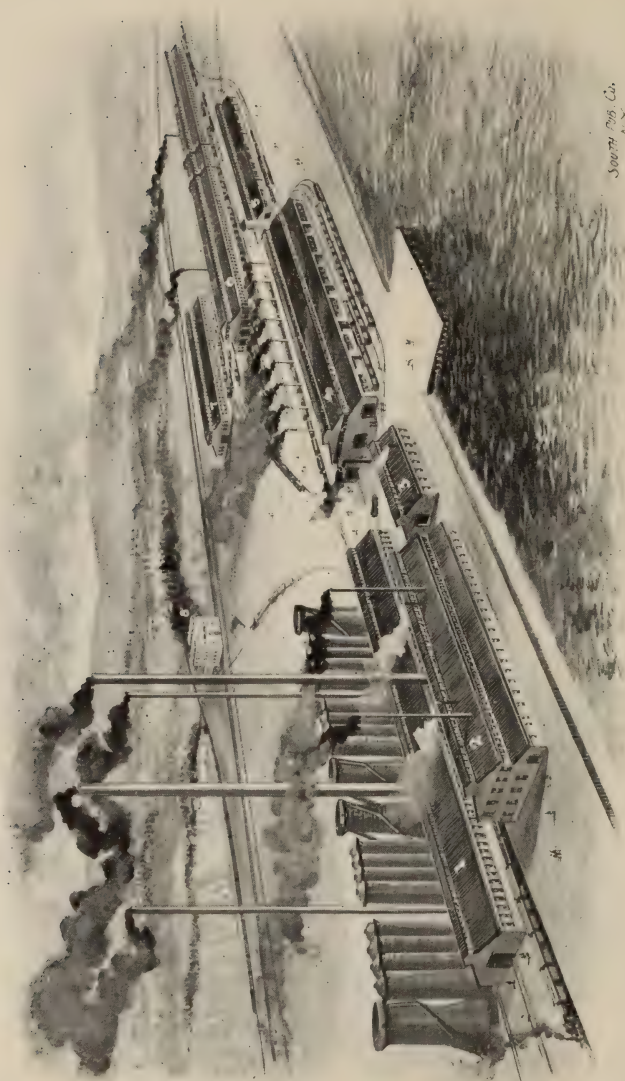
*Iron Ore Mining, Dominion Iron & Steel Co's Wabana Mine, Bell Island, Newfoundland*



*Iron Ore Mining, Dominion Iron & Steel Co's Wabana Mine, Bell Island, Newfoundland*

bold cliffs of which the island is built. At points these cliffs are two or three hundred feet high. The island forms an imposing landmark, rising, as it does, boldly out of the surrounding waters, whose billows have for ages beaten its impassive walls of rock.





South Coy. Co.  
N.Y.

Plant of the Dominion Iron and Steel Company, Sydney, Cape Breton.

1. Boiler House.
2. Engine and Pump House
3. Electric Power House.
4. Open Hearth Plant.
5. Blooming Mill.
6. Machine Shop and Foundry.
7. Carpenter and Pattern Shop.
8. General Office.



## CHAPTER XXIV.

### SYDNEY AND NORTH SYDNEY.

As Sydney and North Sydney are so closely allied by location and by mutual interests, they are appropriately considered together, and as both have intimate commercial relations with, and as Sydney draws her iron ore supply from Newfoundland, they properly have place in this book.

Both Sydney and North Sydney enjoy a natural situation rarely surpassed, whether considered in scenic, hygienic, industrial or commercial aspects. Both are on navigable water, with a harbor easy of access and egress at all tides, of large capacity and absolutely safety. It is not only long but its depth of water is great. There are two bars, one on each side of the harbor at some distance from its mouth, which insures protection from ocean storms. Vessels on passing out of the harbor enter at once the open sea at full speed.

North Sydney is the port of the S. S. "Bruce," which runs in connection with the Newfoundland Railway to St. John's, and here connection is made by Newfoundland passengers with the Inter-Colonial Railway, and with various vessels making this port.

The famous Bras d'Or lakes are immediately at the Sydneys, and are attractions which are growing in interest with increased facilities, and a better knowledge of their manifold beauties. Arriving and departing from these ports are many lake, coastal and foreign freight and passenger vessels, rendering the harbor the scene of great activity.

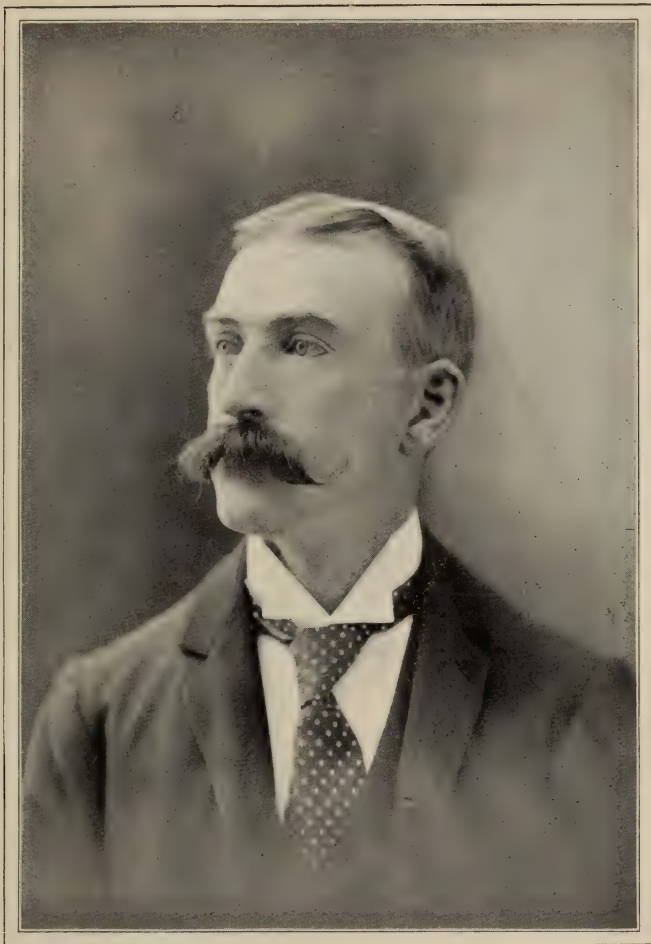
The Sydneys as the port of a direct and a fast trans-Atlantic service, have gained great prominence. Liverpool is but 2,300 miles distant, thus rendering it possible to reduce the time between London and Boston, and Montreal to from forty to sixty hours. As the great object of the present age is to save time, the advantages of this route must have due consideration.

The directness and the nearness of the Sydneys to the world's markets is a fact of the utmost economic significance. They are 2,200 miles nearer to Liverpool than is New Orleans. They are also 550 miles nearer Rio Janeiro and Buenos Ayers, and some 900 miles nearer Cape Town, South Africa. They are nearly 1,000 miles nearer Liverpool than is New York, and are nearer to San Francisco than any Gulf port of the United States.

The deposits of limestone, of iron ore, and the immense coal areas in the near vicinity of the Sydneys are the basis of an incalculable developement. The Sydney mines which have been successfully worked for generations, have by recent purchase, become the property of the Nova Scotia Steel Company. No limit has yet been found to this deposit.

The Dominion Coal Company whose mines are at Glace Bay, are at present producing 9,000 tons daily from four mines. During the autumn of 1900, they will have two more in operation, with a daily output of 7,000 tons, and by July 1, 1901, they will have another with a daily output of 4,000 tons, making in all 16,000 tons daily output. This coal is shipped from International Pier, Sydney, and from Louisburg by a railroad first-class in construction and equipment, extending forty miles from Sydney to Louisburg, and owned and operated by the Dominion Coal Company.

Should the Dominion Coal Company duplicate their daily product of 16,000 tons as above, and even treble it, the magni-



Hon. Walter Crowe, Mayor of Sydney, Cape Breton.



tude of these estimated deposits is such, that centuries would be required to exhaust them.

The cost of iron production at the Sydneys is so much less than its cost at other important centres, as to give them marked advantage. It is estimated to be \$5.47 per ton, or \$10.19 less than in England, \$9.83 less than in Germany, and \$4.10 less than in Pittsburg.

The plant of the Dominion Iron & Steel Company at Sydney, as shown in the accompanying illustration, has a capacity of 1,000 tons pig iron per day, with steel works for converting this product into steel by the open hearth process. The coke ovens number 400.

Nature defines human opportunity. The designation of Sydney by the Dominion Iron & Steel Company as the site of its vast works, is in line with that destiny which, at the inception of an enterprise determines the success of its issue. Cheapness of production is the primary condition. At Sydney, iron ore, coal and limestone exist in close contiguity. There is no place on the globe where their prime cost is so small, and where they can be brought together at a less figure.

Other large iron producing sections are far inland, and are subject to arbitrary and heavy freight charges, which become a perpetual and an intolerable tax. Sydney is situated on deep, navigable water, in most direct and short line with the world's markets. Water transportation solves and fixes forever the question of low freights. It is the natural highway of commerce, open to universal competition and defying all barriers. Herein is Sydney's supremacy. These are the impregnable basis which insure her prosperity and her greatness. As her industries flourish her commerce must prosper.

Sydney's industry does not end with the crude pig. This is to be converted into steel, and the steel is to be made into

plates, beams and rails, and into other ultimate forms. To save the labor and cost of handling weighty materials, by compassing their most complete utilization at the source of supply, is to solve the problem of productive economics. Sydney is destined by nature and by the course of events to become a dominating factor in this great industry.

The place, the time and the men of action are meet. Sydney commands the situation. The marine fortress is nature's stronghold, and with adequate resources is impregnable in war as in the peaceful arts. The time is opportune. Never did human genius offer methods so ample and so perfect for creating a vast plant and for producing its output, and never was the demand for its product so great and so urgent, and never were men enlisted so fit to give scope and success to the undertaking.

The President of the Company, Mr. Henry M. Whitney, like his brother, W. C. Whitney, is a man of broad views, of large executive force and honorable record. Mr. Arthur J. Moxham, the Vice-President and General Manager, who has had long practical experience in the iron business, has a genius for large affairs. He has attained success, step by step, and occupies his present commanding position by force of inherent and acquired fitness. Sir William Van Horne and other members of the directorate are men to give character to the movement. The founding of the Dominion Iron and Steel Company at Sydney, at this time, fitly marks the opening of the new century.



Mr. Henry M. Whitney.  
President Dominion Coal Company and of the Dominion  
Iron and Steel Company.





RECEPTION OF  
Their Royal Highnesses  
The Duke and Duchess of Cornwall and York  
AT ST. JOHN'S  
October 23 and 24, 1901

New York : The South Publishing Co.  
1902

## CHAPTER I.

### THE VISIT OF THEIR ROYAL HIGHNESSES THE DUKE AND DUCHESS OF CORNWALL AND YORK.

The Legislature having voted a sum of \$15,000 for the reception of their Royal Highnesses the Duke and Duchess of Cornwall and York, the Government invited a number of representative citizens to form themselves into a reception committee to aid in arranging and carrying out a suitable programme.

Under date the 12th of August, 1901, a circular letter, issued from the office of the Colonial Secretary, convening a meeting in the Council Chamber, Colonial Building, for Thursday, the 15th inst., at 4 o'clock, for the purpose of electing a chairman and inaugurating the work of the said committee.

Promptly at 4 o'clock the meeting was called to order by the Premier, the Hon. Robert Bond, who addressed it as follows :

*Gentlemen*—My first duty is to convey to you an expression of thanks for the response that your presence here this afternoon gives to the invitation that I had the honor to extend to you on behalf of the Executive Government on Monday last. The object of our meeting was outlined in my letter to you, and it would appear therefore only necessary for me to add that the Government are most desirous that the welcome that shall be extended to their Royal Highnesses, the Duke and Duchess of Cornwall and York, on the occasion of their visit, shall be worthy of the great event; typical of the love and loyalty of the whole people of this colony towards the person and throne of His Majesty the King, and fully appreciative of the high

honor that will be conferred upon this colony by those illustrious visitors, who are destined, God willing, to be hereafter hailed as King and Queen of the mightiest Empire that the world has ever seen.

In order to attain this desirable end, the Government have been careful to make this committee representative of all classes and creeds and interests in the community, and with a view to divest this important undertaking of the faintest appearance or tinge of politics, no member of the Government, and with two exceptions, no Government official, will find a place upon this committee. Having made this statement, it is perhaps necessary for me to explain that the Hon. E. D. Shea is here as occupying the position of President of the Legislative Council, and Mr. Burchell as Chairman of the Municipal Council. The number of the committee is eighty-two and it consists of the following gentlemen :

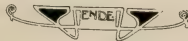
Rt. Rev. Bishop Jones, Rt. Rev. Bishop Howley, Rev. J. Pratt, President Methodist Conference, Rev. Mr. Robertson (Presbyterian), Rev. Mr. Thackeray (Congregational), Major Smeeton (Salvation Army), Rt. Hon. Sir W. V. Whiteway, P.C., K.C.M.G., Sir James Winter, K.C.M.G., Sir Robert Thorburn, K.C.M.G., Hon. James Baird, Hon. Edgar R. Bowring, Hon. E. D. Shea, Hon. R. K. Bishop, Hon. John B. Ayre, Hon. James Angel, Hon. J. J. Rogerson, Hon. John Harris, Hon. L. O'B. Furlong, Hon. James McLoughlan, Joseph Outerbridge, C. Macpherson, John Anderson, John Cowan, W. C. Job, George Shea, W. J. Barnes, James Kent, S. Milley, Charles Steer, T. J. Edens, James Stott, A. M. Mackay, William Martin, W. H. Whiteley, A. B. Morine, H. Gear, W. D. Reid, L. H. Miller, T. M. White, J. J. Bates, S. Collier, E. H. Davey, S. Woods, A. A. Parsons, R. A. Brehm, F. J. Morris, Henry Blair, W. B. Grieve, John Harvey, A. J. W. McNeilly, James R. Knight, Philip Cleary, Charles

Pinsent, Dr. Rendell, Alex. Marshall, A. F. Goodridge, J. E. Furneaux, A. H. Martin, John Barron, M. Connors, J. H. Monroe, W. G. Gosling, H. C. Burchell, C. Hutchings, A. J. Clift, W. Duggan, P. T. McGrath, H. Mott, T. Walsh, J. Browning, W. J. Herder, M. Chaplin, W. Bolt, M. Power, Garrett Byrne, John Scott, Edward White, R. L. Mare, D. W. Prowse, J. A. Robinson, J. Dwyer, W. B. Sclater, Esqs.—82.

While the Government are not of this committee, they cannot and do not wish to relieve themselves of responsibility in connection with the reception; and while they transfer to you the honor of the undertaking, they will be greatly pleased to co-operate with you in any way that you may desire. As the programme has to be first approved by His Majesty's Government, I beg to intimate that I shall be glad to receive your recommendations from time to time for the purpose of submitting them for approval through His Excellency the Governor.

It only now remains for me to ask you to proceed to elect a chairman. When you have done that I shall lay before you the views of His Excellency the Governor; and then leave you to your deliberations, feeling perfectly satisfied that your labors will reflect credit upon yourselves and the colony, and give unalloyed pleasure to those whom we all desire to honor.

Rt. Hon. Sir W. V. Whiteway, was on motion of Hons. L. O'B. Furlong and James Angel, appointed chairman, and J. A. Clift, Esq., on motion of John Cowan and A. F. Goodridge, Esqs., was chosen secretary.





Landing of H. R. H. the Prince of Wales, 1860.

## CHAPTER II.

### ARRIVAL OF THE DUKE AND DUCHESS OF CORNWALL AND YORK.

On Wednesday morning, October 23d, at 7 o'clock, the royal yacht «Ophir» and her escorts, entered the narrows, and steamed slowly up the harbor to the positions that had been assigned them by Commodore Giffard, of H. M. S. «Charybdis,» the «Ophir» berthing at the coastal wharf of Messrs. A. J. Harvey & Co., the «Niobe,» «Diadem,» «Crescent,» and «Proserpine» anchoring in the harbor. As soon as the ships appeared in the offing, a royal salute was fired from Fort Townshend, and as they entered the harbor, the bells of the Roman Catholic Cathedral rang out a merry peal of joy, while thousands of voices from piers and hillsides mingled in the glad welcome. Before an hour had elapsed the city and harbor were brilliant in a profusion of bunting.

At 11 o'clock, His Excellency the Governor, Sir Cavendish Boyle, K. C. M. G., and the Premier, the Hon. Robert Bond, proceeded on board the «Ophir» to pay their respects to their Royal Highnesses, and to receive the royal commands. After their return from this visit it was officially announced that the Royal party would not land until the following day at 11 o'clock.

On the evening of the 23d, a State dinner was given on board the «Ophir,» the guests being: His Excellency the Governor and suite, the Premier and his Cabinet, the Bishops of the Episcopal and Roman Catholic Churches, members of the Privy Council, and the wives of the Cabinet Ministers. The city and marine illuminations during the evening were both unique and beautiful.







H. R. H. The Duke of Cornwall and York—Prince of Wales.





H. R. H. The Duchess of Cornwall and York—Princess of Wales.



The official landing took place at 11 o'clock on Thursday morning the 24th instant, their Royal Highnesses being received at the landing-stage by His Excellency the Governor, the Admiral, the Premier and his Cabinet, and the principal officers of Her Majesty's ships in port.

The first official act of the Duke on landing was to present Sergeant Rendell and Private Foran, two young Newfoundlanders, who had recently returned from South Africa, with South African war medals. Then the royal visitors, preceded by His Excellency the Governor, the Premier, and members of the cabinet, drove direct to Government House. On arrival there, His Excellency the Governor, the Premier and his Cabinet received them, and then followed the presentation of the address of welcome from the people of Newfoundland, by the Right Hon. Sir William Whiteway, chairman of the reception committee, and the presentation of gifts from the people of Newfoundland by His Excellency the Governor. These gifts consisted of two richly bound albums of Newfoundland scenery, and two Caribou's heads, mounted on shields made of Tilt Cove copper. A deputation from the women of Newfoundland, namely: Lady Whiteway, Lady Thornburn, Mrs. Peters and Miss Kent, then presented an address of welcome, and a gift of a mink carriage rug to the Duchess. His Lordship Bishop Jones followed with an address of welcome from the Diocesan Synod of the Church of England in Newfoundland. Their Royal Highnesses having graciously acknowledged the same, proceeded through the city to the site of the new court house. On arriving there they were received by the Premier, who introduced Mr. L. O'B. Furlong and Mr. D. W. Prowse, the chairman and secretary of the sub-committee appointed from the general reception to attend to the function of laying a memorial stone. He also introduced Chief Justice Little, who handed His Royal High-

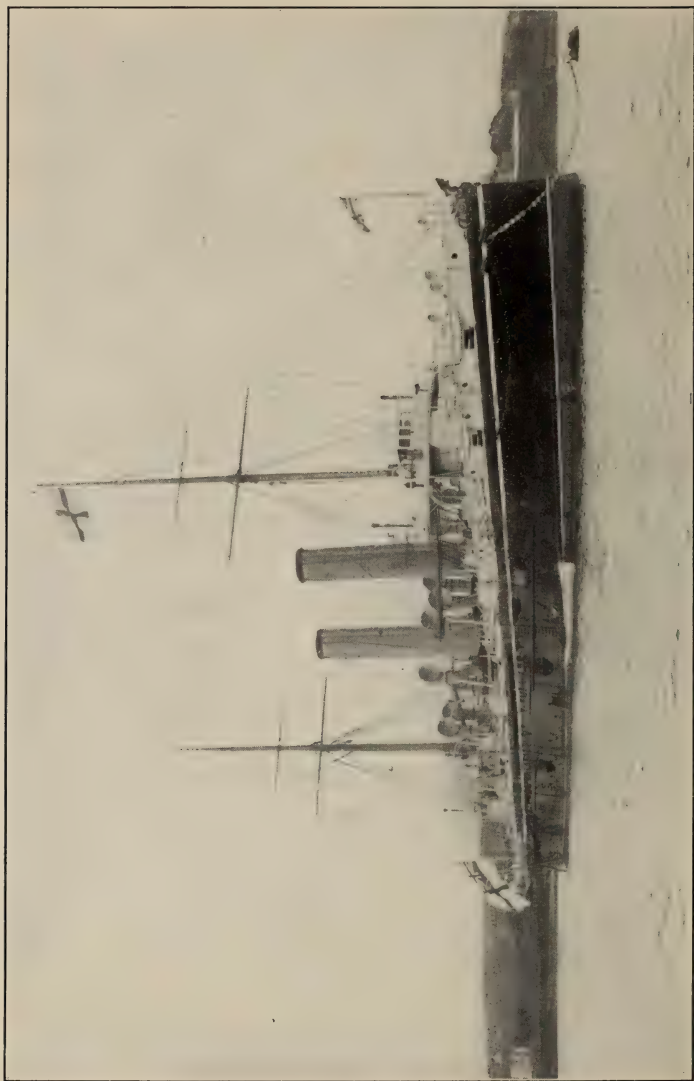


H. M. S. "Ophir," Royal Yacht.

ness a gold trowel, with which to lay a stone commemorative of the visit of their Royal Highnesses to the Colony. Having laid this stone, their Royal Highnesses drove to the Prince's Rink, where six thousand children had assembled to greet them, and present the children's gifts to the Duke and Duchess for Prince Edward of York. They were met at the entrance by Premier Bond, who escorted them to the platform. After he had introduced to their Royal Highnesses, the Rev. Andrew Robertson and Mr. Charles Steer, the chairman and Secretary of the sub-committee in charge of this ceremony, the following beautiful ode, composed for the occasion by Mr. A. J. W. McNeilly, K. C., was sung by the children, the thousands of sweet voices blending in most perfect harmony :

« Hail to the Prince, who his triumph completing,  
 Comes to the shore of our Island to-day ;  
 Joyful we send him our loyalest greeting,  
 Fervently, proudly our homage we pay.  
     Lord, send him length of days,  
     Lord, send him strength of grace ;  
 Be Thou his guardian, his help and his guide ;  
     Scion of Majesty,  
     Sire of our Kings to be,  
 Loud we acclaim him the Prince of our pride.»

« Sing, brothers, sing, for the hope of the nation ;  
 Welcome with plaudits the Heir of our King ;  
 Raise all your voices in loud jubilation,  
 While the glad chorus of welcome we sing.  
     Far may his line descend,  
     Never to find its end  
 Till the great Angel cries (Time is no more :)  
     So let our Anthem rise,  
     God save the Prince we prize,  
 Let the song echo from centre to shore.”



H. M. S. "Crescent," Flagship of the North Atlantic Squadron.



The music was composed by Professor Charles Hutton, who conducted the singing. When the children concluded, Mr. Hutton was presented to their Royal Highnesses by the Premier, and received their congratulations. This was followed by the presentation of the children's gift to Prince Edward of York, a dog harnessed to a carriage, by a deputation from the children, consisting of: Miss Madeline Winter, Master Reg. Winter, Miss Ethel Fox, Master Robert Murphy, Miss Elsie Herder, Master Eric Ayre, Master Robert Ledingham, Master Willie Edwards and Miss Jennie Hodder; Master Ledingham reading the address.

The singing of the national anthem brought this impressive and beautiful spectacle to a close.

From the Prince's Rink, the Duke and Duchess drove to Government House, where they were entertained at luncheon by His Excellency the Governor.

At 2:30 o'clock a reception was held in the ball room of the Government House, at which nearly 600 persons were presented.





H. M. S. "Niobe."

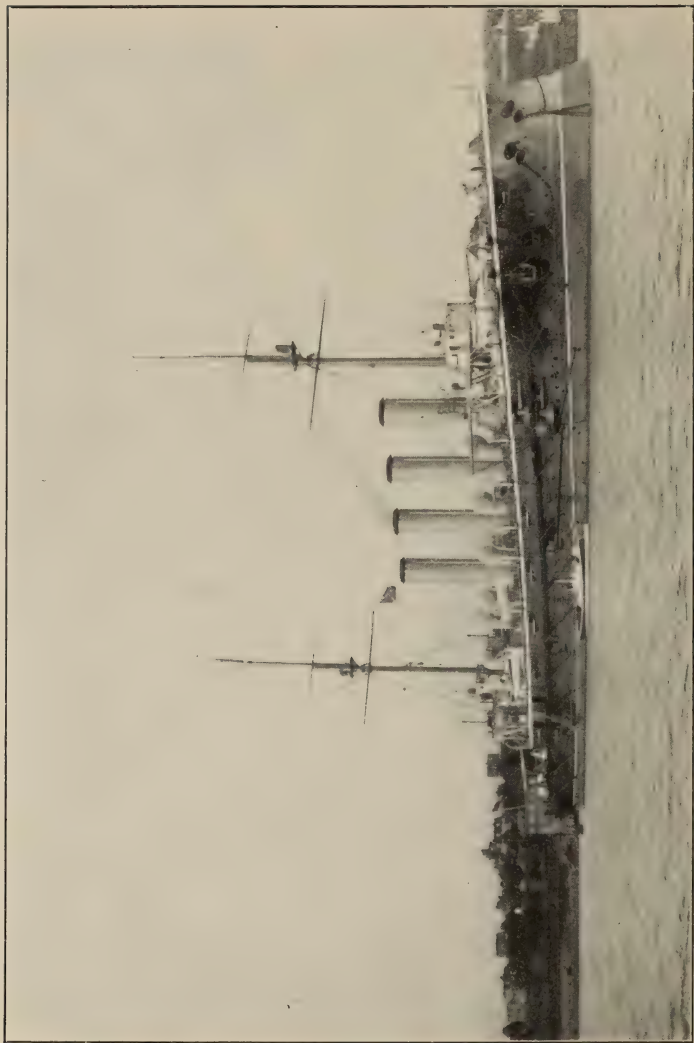
## CHAPTER III.

### THE DINNER AT GOVERNMENT HOUSE.

At 8 o'clock His Excellency the Governor entertained their Royal Highnesses and a distinguished company at dinner. When the guests had assembled in the drawing-room before dinner, His Royal Highness availed of the occasion to confer upon the Premier of the Colony the high honor of a Knight Commander of the most distinguished order of St. Michael and St. George. The *Evening Telegram* and *Evening Herald*, newspapers, thus refer to the ceremony of investiture and the recipient of the honor :—

«The Investiture took place at Government House last evening in the presence of the following :—Her Royal Highness the Duchess of Cornwall and York, His Royal Highness Prince Alexander of Teck, Lady Mary Lygon, His Excellency the Governor, Lord Wenlock, G. C. S. I., G. C. I. E., Sir Arthur Bigge, G. C. V. O., K. C. B., C. M. G., Vice Admiral Sir Frederick Bedford, K. C. B., Major the Hon. Derek Kepple, Major Bor, A. D. C., Sir James Winter, K. C. M. G., and Lady Winter, Sir Robert Thorburn, K. C. M. G., and Lady Thorburn, Sir Charles Walpole, Chief Justice Little, Mr. Justice Emerson, Mrs. Emerson, Mr. Justice Morison, Mrs. Morison, Commodore Giffard, Lieutenant Stuatfield, R. N., Hon. the Speaker and Mrs. Furlong, the President of the Methodist Conference and Mrs. Pratt, Rev. A. Robertson, Mrs. Robertson, Mr. A. B. Morine, Mrs. Morine, Mr. A. J. Harvey, Mrs. Harvey, Miss Harvey, Miss Edith Harvey, Mr. J. A. Clift, Mr. R. G. Reid, Mrs. Reid, Inspector General McCowen, A. D. C., Mr. Williams, Assistant P. S.

The scene was a very beautiful one, His Royal Highness the

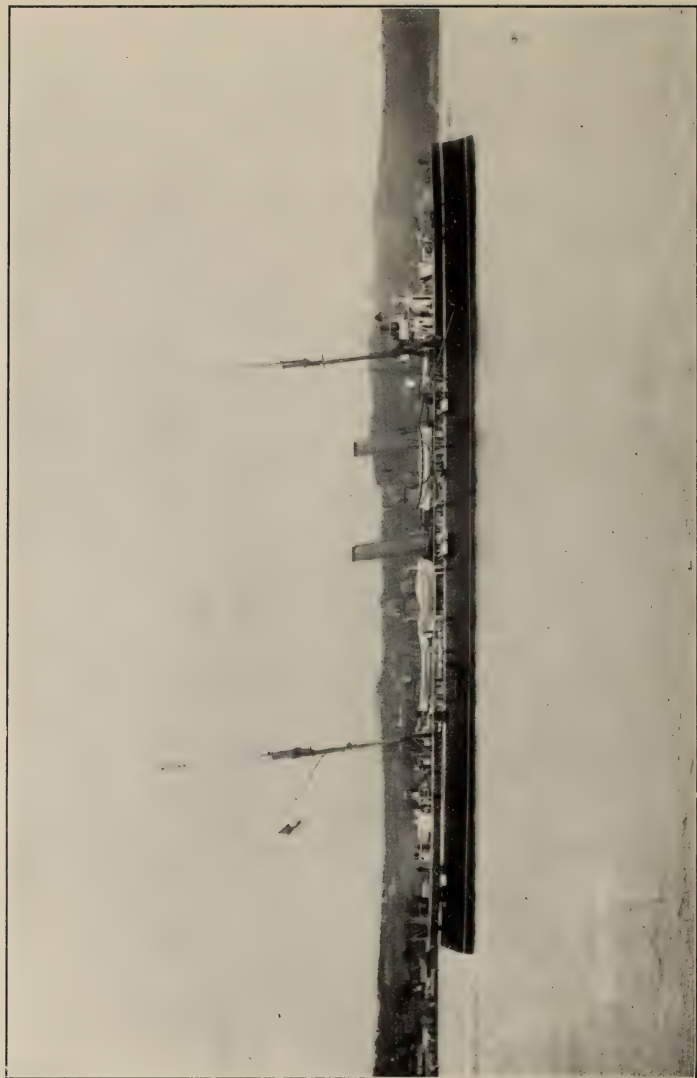


H. M. S. "Diadem."

Duke of Cornwall and York being dressed in full uniform and wearing his decorations, Her Royal Highness the Duchess of Cornwall and York wearing her coronet and jewels, H. R. H. Prince Alexander of Teck, Major Kepple, Major Bor, Vice-Admiral Sir Frederick Bedford and Commodore Giffard were in brilliant uniforms. His Excellency the Governor, Lord Wenlock and Sir Arthur Bigge wore Court dress and decorations.

We warmly congratulate the Hon. the Premier on the well-earned honor that has just been conferred upon him. He has served the country long and faithfully. To record all his work for Newfoundland would be to write the history of the Colony for the past fifteen years. In our darkest hour, after the fire and crash, when all were in despair, Sir Robert felt hopeful of the future. The way in which he engineered the loan that saved the Colony will always redound to his high honor. Another triumph for our Premier was the Bond-Blaine Convention. Every native of the Colony will feel proud that one who has been so true and worked so hard for the best interests of this Newfoundland of ours, has received such a distinguished mark of approbation from the Crown.»—*Herald*.

«We feel sure that the people of the country, without distinction of class or party, will join us in heartily congratulating Sir Robert Bond upon the well-merited honor which has been conferred on him. The recognition is one which his personal services, as well as the status of the colony among the dominions of the King, justify. It is a proof that the loyal welcome given their Royal Highnesses in the oldest colony is fully appreciated, and that the people of Newfoundland are honored in the representative to whom their political destinies are entrusted. The distinction is all the more noteworthy because Sir Robert Bond is the only one of the premiers of the several colonies visited who has been so honored. This may be taken

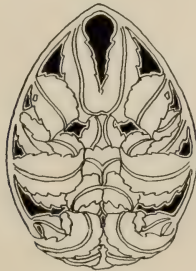


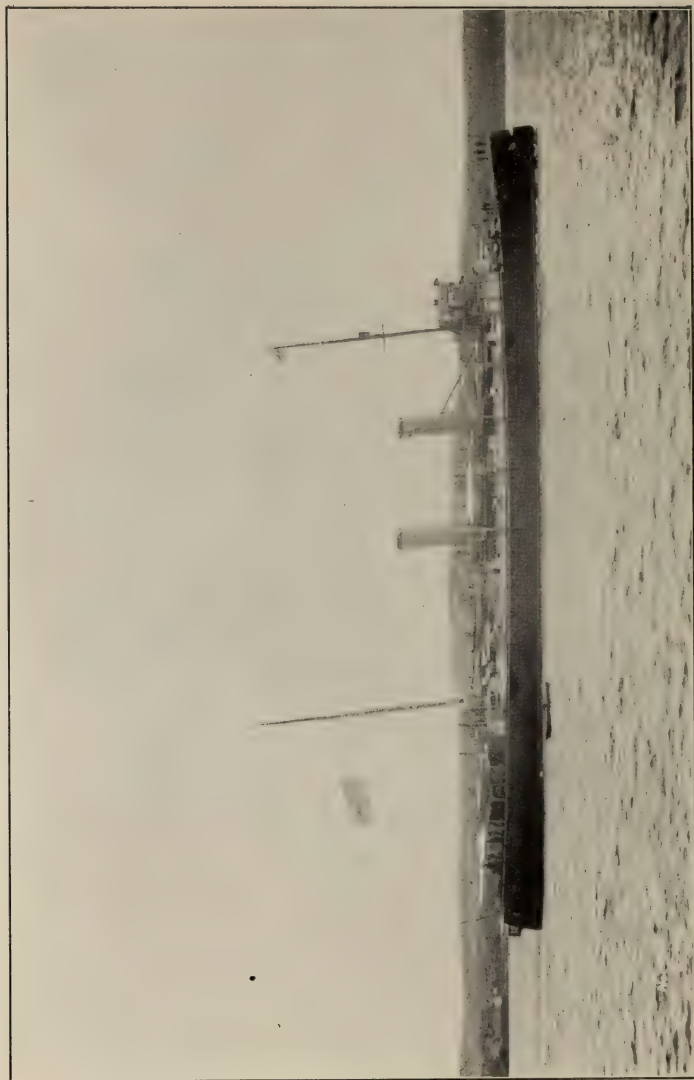
H. M. S. "Proserpine."

as a specially significant circumstance, proving conclusively that exceptional reasons have justified the departure, in our case, from the precedent which this fact indicates. We wish the new knight many long years to wear his new honors, but also that they may be supplemented by others in the near future.—*Herald*.

After the dinner, Sir Robert Bond had the honor of a special audience with their Royal Highnesses, and was thanked for the magnificent reception the people of the colony had given them. He was also presented by the Duchess with a photograph of herself and husband, with their autographs.»—*Evening Herald*.

At 11:30 their Royal Highnesses returned to the «Ophir» amid the greatest enthusiasm, and at 7 o'clock next morning, after a salute had been fired, the Royal party sailed for England, thus completing a tour unsurpassed for the loyalty and enthusiasm that it evoked through the Colonies.





H. M. S. "Charybdis," Flagship of the Newfoundland Squadron.



## CHAPTER IV.

### LETTERS OF ACKNOWLEDGEMENT.

Before leaving St. John's, His Royal Highness caused the following letter to be addressed to His Excellency the Governor :

« H. M. S. « OPHIR,» October 24th, 1901.

« SIR—The Duke of Cornwall and York directs me to ask your Excellency to make known to the people of Newfoundland how greatly the Duchess and he have appreciated the hearty and generous welcome accorded to them.

« Their Royal Highnesses feel that especial thanks are due to the members of the Reception Committee for the care and trouble bestowed upon all the arrangements in honor of the occasion.

« They were particularly struck with the effective illumination and decoration of the town and harbor.

« The Duke and Duchess wish to publicly record their gratitude for the beautiful and locally characteristic gifts which have been presented to them.

« Their Royal Highnesses were very much delighted with the children's demonstration, and with the very creditable manner in which the little ones sang.

« His Royal Highness noticed with satisfaction the three smart cadet corps which to-day assembled in considerable numbers to line the streets.

« He congratulates those who have initiated a movement which he found firmly established in several of the colonies recently visited.

« He feels confident that the training of well-organized corps must produce beneficial results, moral and physical, upon the coming generations, and at the same time infuse and stimulate that readiness for self defence which is so essential a factor in the spirit of true patriotism.



Royal Yacht "Ophir" Leading the Fleet into St. John's Harbor.

Vey Photo.

« His Royal Highness is pleased to learn with what grateful liberality the people of the Colony intend to join in the national memorial to Her, who, during a long and glorious reign, watched with loving interest the growth and development of her over-sea dominions.

« In bidding you farewell their Royal Highnesses thank you sincerely for the kind hospitality which they have received at your hands.

« They will ever cherish pleasant recollections of their visit to Newfoundland, and follow with interest the future welfare and prosperity of its people.

« I have the honor to be, sir,

« Your most obedient servant,

« (Signed)

ARTHUR BIGGE.

« His Excellency the Governor of Newfoundland. »

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*His Excellency the Governor Reports the Visit to His Majesty's Government :*

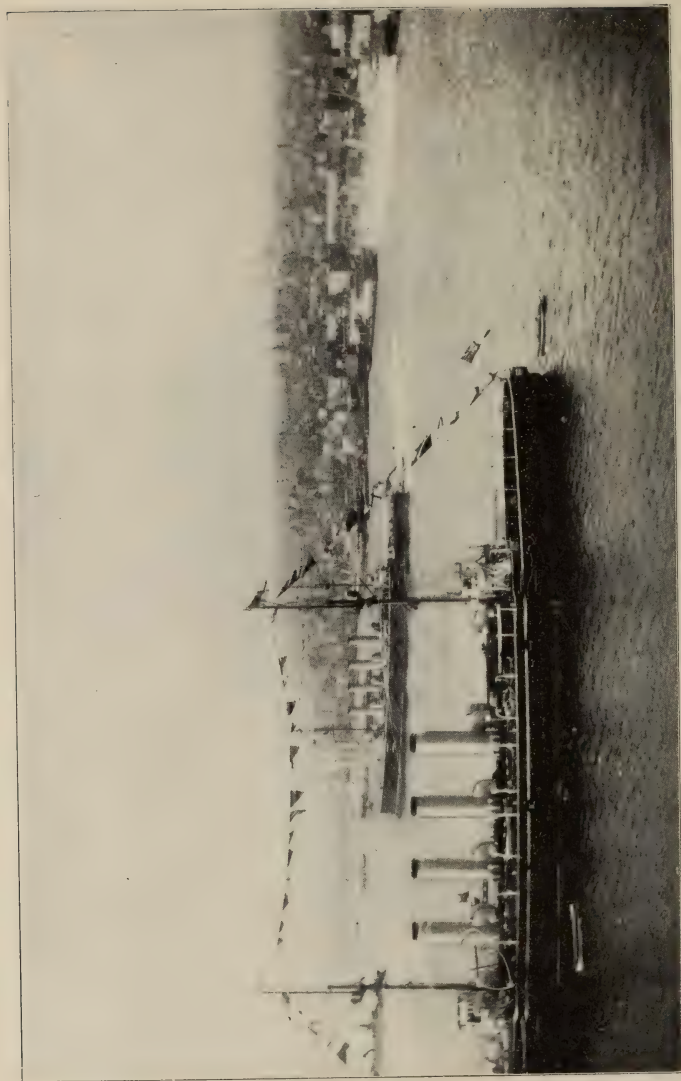
GOVERNMENT HOUSE,

ST. JOHN'S, 25th October, 1901.

SIR—I have the honor to inform you that their Royal Highnesses the Duke and Duchess of Cornwall and York reached the harbor of St. John's on the morning of the 23d current, in H. M. S. «Ophir,» escorted by H. M. S. «Crescent,» «Diadem,» «Niobe» and «Proserpine» and left early this morning, as already reported to you by telegram.

2. Their Royal Highnesses expressed themselves as much pleased with their reception by the people of the Colony and with the preparations which had been made for their welcome.

3. The popular demonstrations of loyalty and devotion to the King and to their Royal Highnesses were enthusiastic and universal, and there can be doubt that the visit of His Majesty's son and the heir to the throne, with his royal consort, has proved intensely gratifying to the whole of the people of the Colony, and cannot fail to have a most happy and lasting effect, strengthening the ties which unite the Empire.



The Fleet in St. John's Harbor.

4. I am glad to be able to report that the proceedings and ceremonies so graciously attended and performed by their Royal Highnesses passed off in a satisfactory manner, and but for some rain and wind storms yesterday, nothing occurred to interrupt the due carrying out of the several events in the programme fixed for that day.

5. His Royal Highness, as I have already reported to you by telegram, invested the Premier with the insignia of a Knight Commander of S. S. Michael and George in this house last evening and conferred Knighthood upon him.

I have the honor to be, sir,

Your most obedient humble servant,

(Signed)

CAVENDISH BOYLE.

Right Hon. J. Chamberlain, Secretary of State for the Colonies.

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*Reply from His Majesty's Government.*

DOWNING STREET, 15th November, 1901.

SIR—I have the honor to acknowledge the receipt of your despatch No. 103 of the 25th October, reporting on the recent visit of their Royal Highnesses the Prince and Princess of Wales.

I have laid your despatch before the King, who commands me to intimate that he has learnt with much satisfaction of the warm welcome accorded to their Royal Highnesses in the Colony.

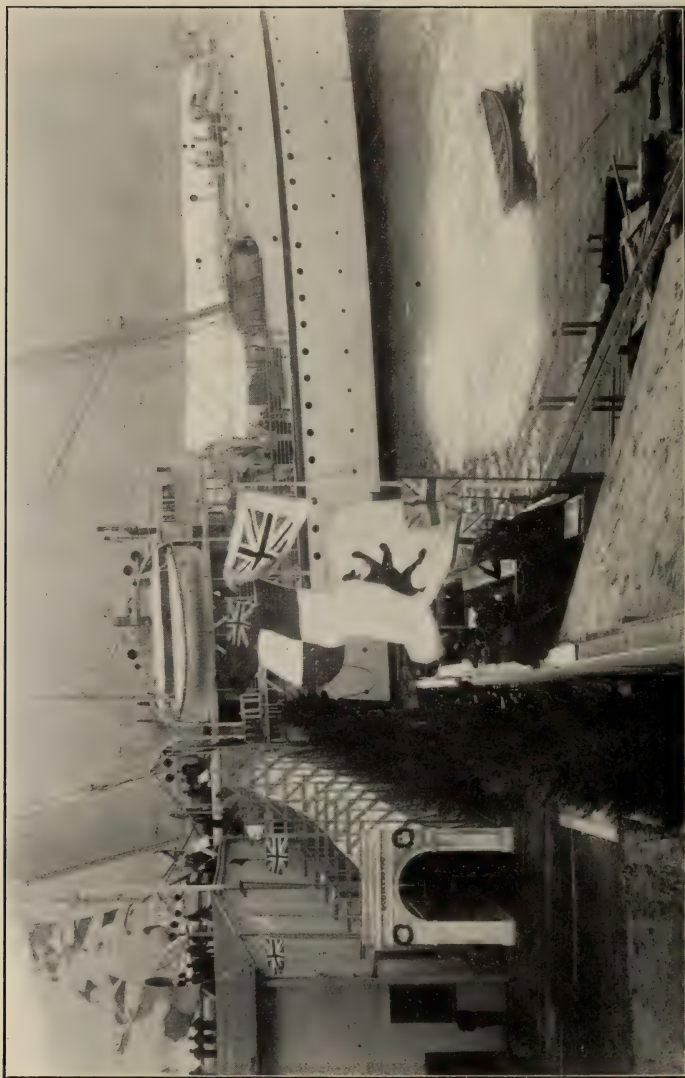
I have the honor to be, sir,

Your most obedient humble servant,

(Signed)

J. CHAMBERLAIN.

Governor Sir Cavendish Boyle, K. C. M. G., etc., etc.



Vey Photo.

Royal Yacht "Ophir" at the Pier in St. John's Harbor.

## CHAPTER V.

### THE OUTSIDE PRESS ON THE ROYAL VISIT TO NEWFOUNDLAND.

[*E. F. Knight, in London Morning Post, November 1, 1901.*]

Our voyage to Newfoundland was across a smooth sea, and when I came on deck on the morning of October 23 I found that the «Diadem's» anchor had just been let go within the sheltered harbor of St. John's. Many a picturesquely situated sea city have we visited in the course of this tour, but I can remember no prospect more charming than that which met my eyes when I first looked out from the anchorage that morning. The harbor, which is about a mile in length, is shut in by boldly rugged hills, treeless, but clothed with grass and scrub save where the peaks and cliffs are too precipitous. Looking back at the narrow opening through which we had passed, I noticed that it bore a singular resemblance to the entrance to Polperre Harbor as seen from within, but, of course, on a larger scale. In its coloring and general aspect it was the scenery of the Cornish coast; but when I turned to look at the town at the back of the bay I saw that it was utterly unlike any of our western ports. Save that the houses of the chief street—Water street—have been rebuilt of brick since the great fire that destroyed half the city in 1892, the old-fashioned, dingy, but picturesque and cozy-looking capital of Newfoundland, which now contains over twenty-nine thousand inhabitants, is practically a town of wood. The wooden houses climb the steep hills in successive terraces, all painted in warm or tender



Key Photo.

Awaiting the Landing of the Duke and Duchess.

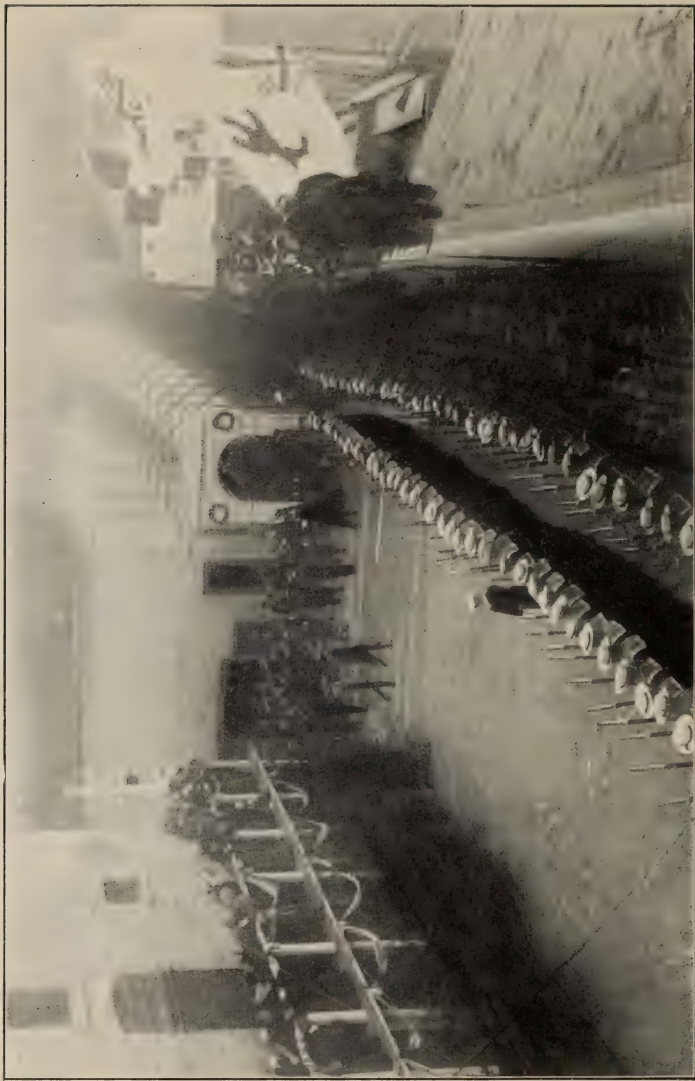


colors, red, brown, green, grey, pink, blue, violet, the tints never harsh, the massive grey Roman Catholic Cathedral crowning all. The effect is wonderfully pleasing. It is a place that Turner would have loved to paint, either as it appeared that morning, when the rays of the rising sun fell full on the houses, enriching the harmonious varied coloring, which was, at the same time, softened to a delicate tender loveliness, by the thin autumnal haze ; or at sunset, when the town stood out an indistinct mass of cold grey-blue, against a glowing background of ragged crimson clouds.

#### FISHERMEN OF ST. JOHN'S.

Many cities that we have visited have been far more elaborately decorated than the little St. John's, but none as seen from the water has presented so bright and pretty a display, for all the streets and wharves were decked with an extraordinary profusion of bunting, and as the houses rise in tiers one above the other up to the top of the ridge these myriads of flags shaking in the strong wind were all visible to us. At the further end of the harbor, too, were closely packed together a great number of the famous fishing schooners that catch the codfish on the Great Banks. One has often heard of a forest of masts, and here was one indeed ; dense as a pine forest in Vancouver crowded the straight spars, capped not with dark foliage, swaying in the wind, but with bright-colored flags innumerable.

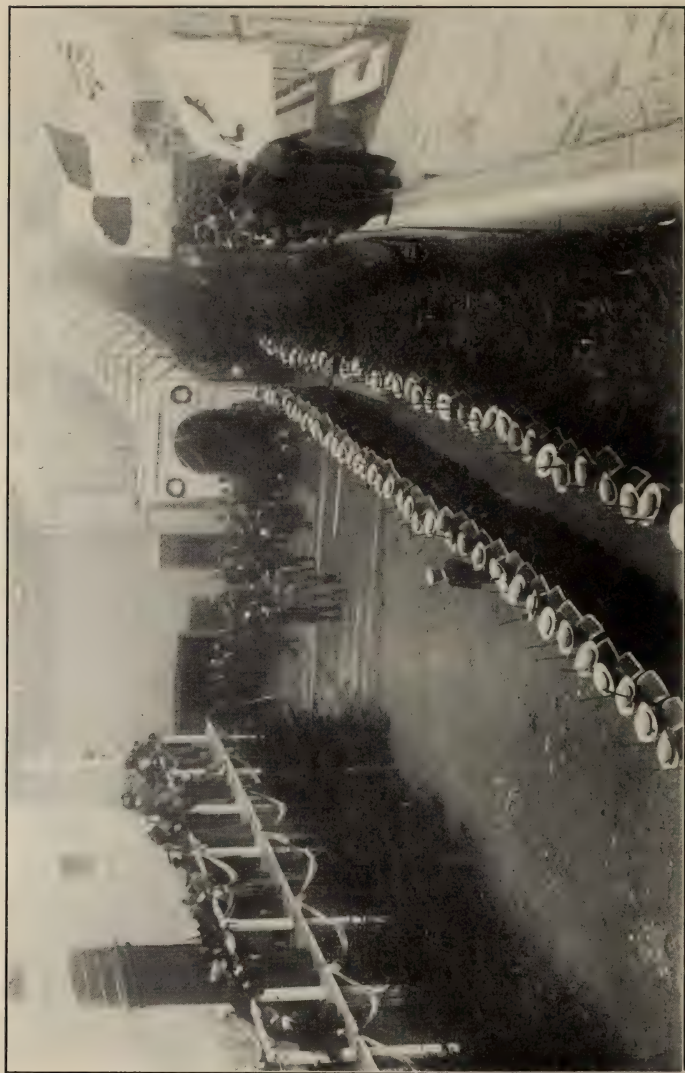
Lying at anchor, too, in the harbor were several of the larger sealing vessels and some coasting schooners, all, of course, also dressed with flags. We found his Majesty's ship «Charybdis,» of the North American Squadron, in the port, so that, including the «Ophir,» there were six men-of-war in all at St. John's during the royal visit. The official landing of the Duke and Duchess was not to take place until the morning following our



Introductions to their Royal Highnesses.

Vey Photo.

arrival, so we correspondents were able to pass this day in seeing something of the city and its neighborhood. It rained hard at intervals, and the wind howled as we wandered through the muddy streets. Most of the founders of this Colony came from our own West Country, and they must have felt quite at home in the climate of Newfoundland. We visited the fish stores, where the dried cod are stacked in huge quantities ready for packing and exportation to the various markets—Brazilian, West Indian and European. Very interesting I found my visit to the fishing fleet. The fishermen had timed themselves to come in from the Banks on this day, so that they could take part in the celebrations. It thus happened that a great fleet—there were quite five hundred of the Banks schooners—was collected here, and the fishermen in their high-sea boots and stout jerseys crowded the narrow streets. Hardy, sturdy-looking men they were, much resembling our own East Coast fishermen who trawl on the Doggerbank, and like them a simple and kindly people. Not only are they hard, courageous seamen, with their little craft ever braving a dangerous sea in a rigorous climate, but they are also exceptionally handy even as sailors. It is the ambition of each man to own his own schooner, and as a rule the boats of the Newfoundlander from truck to keel has been the work of his own hands. He has cut the trees in the forest, shaped the timbers, built his hull, made his spars and his sails, and in many cases also rigged his completed craft with ropes of his own making. He was an invaluable man in a man-of-war in the old days of sail and “wooden walls,” and the British press-gangs were often landed to find him out. Even in these days of steam and steel he is the sort of man we want for the British Navy.

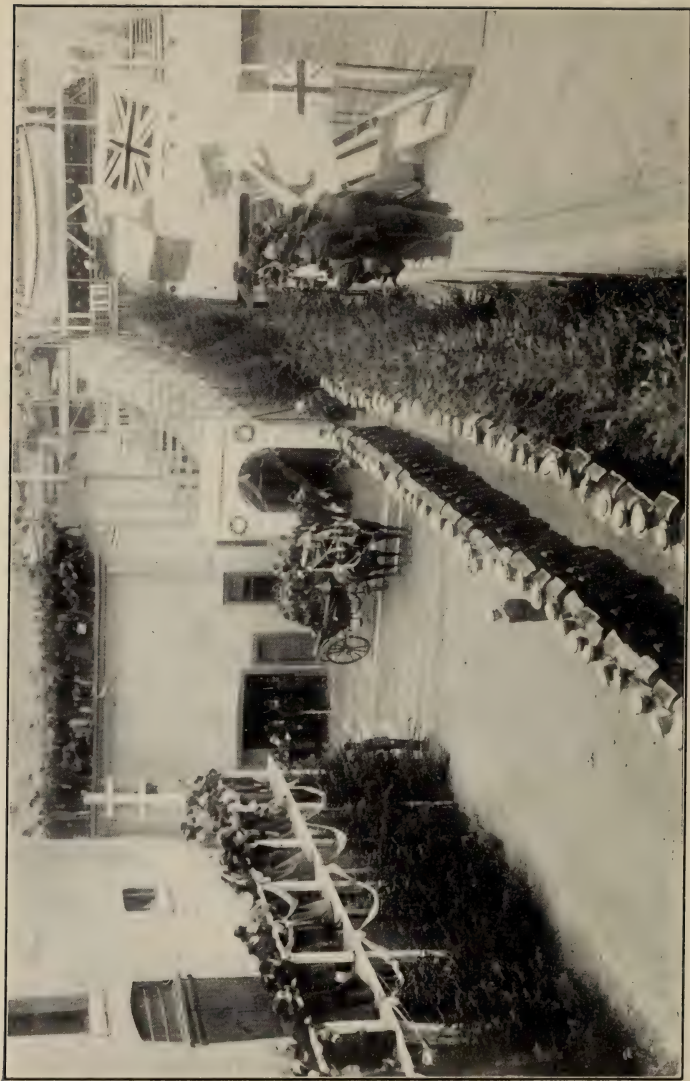


Vey Photo. Presentation of Medals by His Royal Highness the Duke of Cornwall and York to two Newfoundlanders who Served in South Africa.

## RECRUITING FOR THE NAVY.

Last year it was decided to form a Royal Naval Reserve in Newfoundland, and the Governor, Sir H. E. McCallum, with Commodore Giffard, of his Majesty's ship «Charybdis,» made a tour of the island, and found that the proposition of the Government met with a ready response. The scheme involved a six months' training at sea and gunnery training on shore. Fifty young men, sealers and cod fishermen, were selected and taken for a winter cruise in the «Charybdis.» We like to catch our man-of-war sailors young at home, and these were considerably older than the boys whom we recruit in the British Isles, but being so handy and adaptable, and sailors from their childhood, they learned their new duties, as the commodore reported, very quickly, and soon became proficient in gunnery. It is complained that there is difficulty in recruiting a sufficiency of boys for our Navy. Surely, therefore, it is important that nothing should be done to discourage the growth of this newly-formed Naval Reserve in Newfoundland. I know not whose is the fault, but this is what has occurred this year. Seventy more young men have joined the Reserve, and it was arranged that his Majesty's ship «Calypso» should arrive at St. John's this autumn to take them on their training cruise. The men are now ready and waiting here, and the Government is at a loss what to do with them, for the «Calypso,» which was expected some time since, has not arrived, and no one in the Island knows when she is coming, if at all. The popularity of the Naval Reserve movement in Newfoundland is likely to suffer from what the people are inclined to regard as a snub.

The Newfoundlanders are wholly of Anglo-Saxon and Celtic stock, and nowhere in the colonies is there a population more British in its appearance, manners and sentiment. Living in this climate, so similar to our own, the people have the fresh

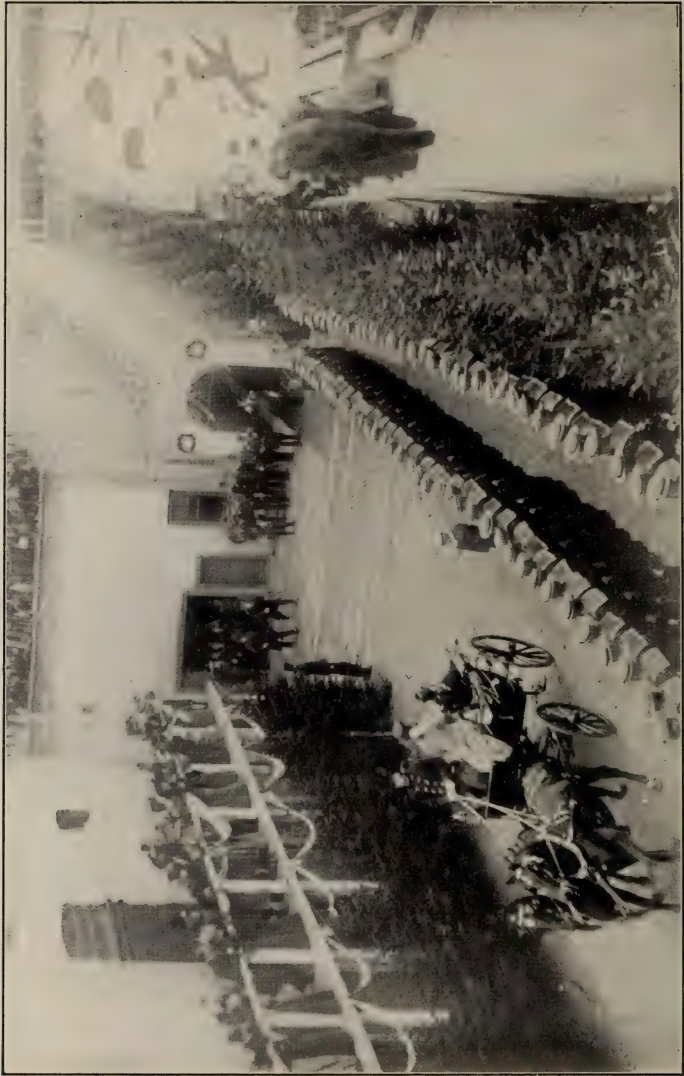


Vey Photo.

The Royal Party Entering their Carriage.

complexions of our own West Country men and the hardy look of our deep-sea fishermen. In the streets of St. John's I heard the familiar accents of our West Country, of Scotland, and still more frequently of Ireland, but nowhere could I detect the American accent, which is so pronounced in some parts of Canada, where the people, though true British at heart, are often decidedly Yankee in their speech. But Newfoundland, the nearest to us of our colonies, but a little over one thousand six hundred miles distant from the Irish coast, a stepping stone, as it has been termed, between the Old World and the New, has ever kept itself in much closer touch with the old country than with the main land of America. It is an island in which the Englishman soon finds himself at home, and he cannot fail to love these people, among whose leading characteristics are an unaffected heartiness, kindliness and hospitality.





Vey Photo

The Royal Procession Leaving the Pier.



## CHAPTER VI.

### BRILLIANT ILLUMINATIONS.

[E. F. KNIGHT, in *London Morning Post*, Continued.]

Why, may I ask, do not more British sportsmen and tourists visit this island, with its magnificent scenery, its splendid sport, and even its opportunities for exploration for the hardier traveller, seeing that a great portion of the interior is yet unknown; instead of spending their money in foreign countries which are the avowed enemies of our own? If there is any portion of the British Empire absolutely loyal to the core it is this, the oldest of our colonies, the possession of which we have so often disputed with our foes, and the proud boast of whose inhabitants it is that, through all the varying fortunes of Newfoundland, since our first attempt at its colonization three centuries ago, the British flag has never ceased to fly here, if it were only over some small corner of the island where the stubborn fisher folk were making their stand against the French until assistance should come to them from home.

When compared to the stately cities of the rich provinces we had recently visited, St. John's is no doubt but a poor little place, the capital of a poor island whose resources have yet to be developed, but its keen and loyal citizens were determined that St. John's should play its proper part and not be outdone by the cities of other colonies. They spared neither trouble nor expense, and their city certainly contributed more than its share towards this world-wide welcome to the Duke during his progress through the various lands of which he will one day



Vey Photo.

The Parade Moving Along Water Street.

be the ruler. The result was admirable ; the triumphal arches and decorations did credit to the people ; but the illumination of the harbor and city by night was, in my opinion, the most effective and beautiful display of that description which we have seen during this tour. This was, of course, largely due to the configuration of the harbor, with its abrupt shores and steeply sloping town, enabling one from the anchorage to include in one glance the entire mass of the illuminations, which formed an amphitheatre of light around one. The inhabitants had fully availed themselves of these natural advantages.

In the first place the city itself was ablaze with light, the triumphal arches and public buildings with electricity, the wooden houses, terrace above terrace, with festoons of colored lanterns ; every window in the better buildings had within it a multitude of candles ranged on successive battens, an old-fashioned form of illumination that has welcomed the news of Trafalgar and Waterloo and many another victory, and is remarkably effective when it is carried out on an extensive scale. Even the houses of the poorest people had candles in their windows this night and Chinese lanterns hanging outside. For hours, too, from every corner of the town the rockets soared, and the colored fires illumined the clouds. And the forest of the fishing-smack masts that had been bright with flags by day was now hung with thousands of swaying lamps, producing, I think, the prettiest effect of all, while on every prominent height all round the bay there blazed a huge bonfire. In the course of the evening a great torchlight procession wound through the steep streets like some fiery serpent, and another long procession of illuminated fishermen's dorys crossed the harbor to the «Ophir.» The five warships, too, took their part in this general illumination, for they were all outlined in electricity and their searchlights played on the sea and shore.



Vey Photo. The Church Lads Brigade, Catholic Cadets Corps and Methodist Guards Waiting in Water Street to Receive the Royal Visitors.

## THE LAST SEND-OFF.

I need say nothing here concerning the ceremonies connected with the reception, the pretty singing of the six thousand school children in the large rink, the presentation of gifts to their Royal Highnesses and to their children, including a cart with a silver-harnessed Newfoundland dog for Prince Edward, as these things have been so recently described by telegram. Suffice it is to say that all was excellently done by these warm-hearted people. It was on a morning of blustering winds, driving clouds, and frequent showers that the Duke and Duchess landed, and the streets were crowded with people who had come in from all parts of the island to see their Royal Highnesses. It was the heartiest of receptions, and the Newfoundlanders, being so thoroughly British, know how to cheer, which is not the case with the people in many parts of Canada. Newfoundland cannot be a very lawless country though the Orangemen and Roman Catholics do engage in conflicts which have occasionally led to loss of life; for I understand that in the whole island, which is considerable larger than Ireland, there are but about one hundred and twenty policemen. These constables, all sturdy Irishmen, together with the fifty naval reservists, had been collected from all parts to keep order in the capital during the royal visit. As their total was thus rather small, and as there are no local troops of any description in Newfoundland, bluejackets and marines were landed from the warships to line the streets and to form guards of honor. They had no difficulty, having such well-behaved, good-natured people to deal with, in keeping clear the route of procession. The escort to the royal carriage consisted of but four policemen and two Newfoundlanders wearing the uniform of Strathcona Horse, who had served with that corps in South Africa. It was fitting that our oldest colony should



Vey Photo.

The Address of Welcome.

be the one to give the final welcome to the Duke and Duchess after their long progress through Greater Britain. To give them the last send-off and wish them God-speed as they set out on their homeward voyage. These were grateful duties to the people of Newfoundland, who performed them zealously and well.

### HOMeward BOUND.

On October 25 the «Ophir» and her escort steamed out of St. John's harbor—homeward bound at last. We sailed shortly after dawn, so as to cross the fog-haunted Banks and the grounds most frequented by the fishing fleets before nightfall. His Majesty's ship «Crescent» accompanied us until we were well outside, and then, her crew, having manned the ship and given the «Ophir» a farewell cheer, she turned and proceeded to steam back to Halifax, her guns firing a royal salute of twenty-one guns as she left us. The «Diadem» and «Niobe» now took up their duty of escorting the «Ophir» across the Atlantic. As is usually the case in this region, there was a haze on the sea, and we had to cross the tracks of icebergs as well as fishing craft, so the precaution was taken to change our formation.

Instead of the ships of the escort steaming as before, one on each quarter of the «Ophir» the «Diadem» was ordered to lead the way, maintaining a distance of one mile from the royal yacht, while the «Niobe» remained on the «Ophir's» port quarter. To the «Diadem» therefore, was allotted the post of honor, her duty being to keep a sharp lookout for dangers. That very night during the middle watch we sighted, dimly looming through the haze, an iceberg right ahead of us. It was estimated to be one hundred feet in length and forty in height. The «Diadem» altered her course so that



The Duke and Duchess Driving from Government House along Military Road to Court House.



we passed it on the starboard side. She signalled a warning to the «Ophir,» and throwing a searchlight on the berg revealed it to the following ships—a vague huge shape of pale green, having no appearance of solidity, but looking unsubstantial as some ghostly vapor. We crossed the Banks in fine weather, rolling gently on an oily swell, but on our second day out we encountered the first of a succession of gales that made our homeward voyage across the Atlantic somewhat uncomfortable. We were ever tumbling about in the heavy seas, rolling to considerable angles, occasionally shipping masses of green water, our decks never dry.





A. M. D. G.  
IN  
SEMPITERNAM DEI MEMORIAM  
CERIMONIA AMPLISSIMA  
RITUQUE SOLEMNI  
ADJUVANTE  
PRINCIPE INSIGNI  
GEORGIO ERNESTO  
CORNUBIAE ET LEOGRACI  
DUCE  
MAGNAE REGINAE IMPERATRICIS  
NEPOTE  
REGIS NOSTRI INCLYTI  
FILIO  
IMPERII BRITANNICI  
NATROE  
HOC LAPIS MEMOR  
IN HOC VENERABILI  
JUSTITIAE TEMPLE  
IN USUM  
CURIAE SUPREMAE TERRAE NOVAE  
DEDICATO. POSITUS EST  
JSPICIIS FAUSTIS FELICIBUS  
NOBISQUE DIE  
ANTE KAL. NOV. IX.  
A. D. MDCCCI

Vey Photo.

The Corner Stone of the New Court House.

## CHAPTER VII.

### IN NEWFOUNDLAND.

[*Montreal Gazette's Staff Correspondent.*]

ST. JOHN'S, NEWFOUNDLAND, October 25, 1901.

The reception given to their Royal Highnesses, the Duke and Duchess of York, on their visit to St. John's, on Wednesday morning, October 23d, was a fitting close to that grand triumphal tour, which, for the past eight months, has been a spectacle of wonder and admiration to the whole civilized world, a source of satisfaction and rejoicing to those who participated in it and who glory in living under the Union Jack. Over 50,000 miles have been traversed by the royal pair, from the north to the south, from the Atlantic to the Pacific, without setting foot on foreign soil. It was right and in harmony with the fitness of things that this grand royal pageant should be brought to a close, that the curtain should be rung down on the final scene in Britain's oldest colony, the cradle of Greater Britain, the first outpost of our colonial Empire, England's oldest and most loyal colony.

Notwithstanding that the «Ophir» was not due in port till the afternoon of Wednesday, at 7 A. M. of that day, she was signalled, and shortly afterwards, in company with her consorts, the «Crescent,» «Niobe,» «Proserpine» and the «Diamant,» steamed into the harbor of St. John's, whose magnificent sheet of water is capable of affording accommodation to the whole British Navy. The first appearance of the ships in the offing was the signal of a royal salute from Fort Townshend,



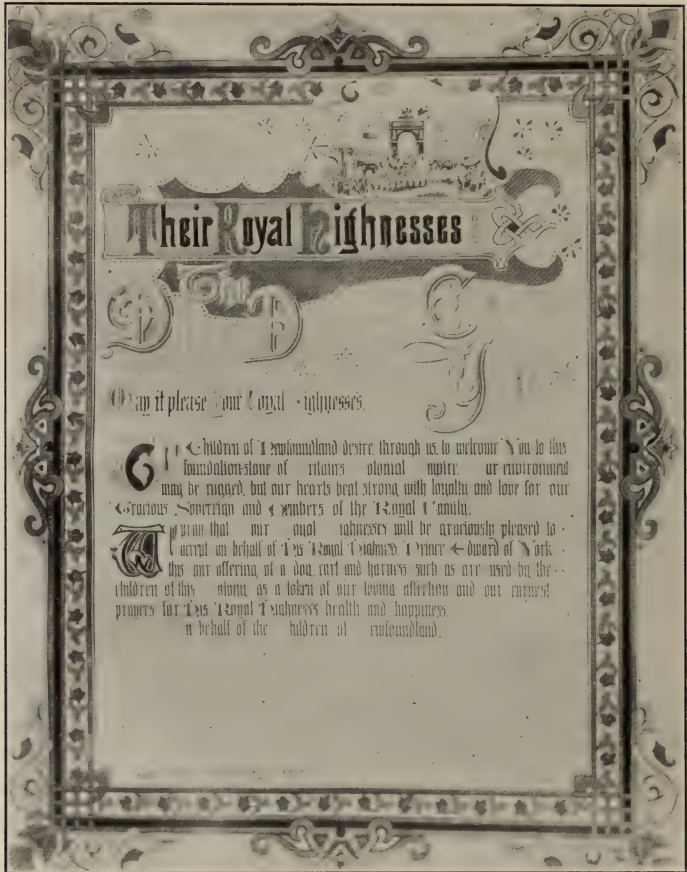
Key Photo.

Arrival of the Royal Visitors at the Rink.

and from that moment until the departure of the « Ophir, » it was one continuous carnival. No city on the Atlantic seaboard lends itself so well for bunting decorations as the city of St. John's, built as it is on a gradual slope upwards from the waters of the harbor, and as the « Ophir » steamed slowly to her pier, the royal party gazed on a scene at once grand and unique, surpassing all description. The whole town presented one mass of bloom and color, every house had its flag, every public building was festooned and draped, the fronts of all the houses in the business part of the harbor were covered with flags, banners and appropriate mottoes, and every street had its arches.

#### AN AQUATIC DISPLAY.

The whole water front, extending over two miles in length, was a flotilla of craft numbering many thousands, everyone tastefully decorated, flying its own pennant with its own name and flags and banners of all nations and of all designs. All the naval architecture of the world was represented in this immense forest of masts, from the full rigged barque, whose sails are spread to woo the scented breezes of the Orient, to the small skiff whose keel has never furrow ploughed out of sight of its own home. The newspaper men representing the great London dailies, who have accompanied the royal pair on their tour, told your correspondent that only at Malta was there any such grand aquatic display. Nor were the people unprepared for the visit. Two days had been proclaimed by the Governor as public holidays, and the people just let themselves out to do honor to the scion of England's throne, and to convince England's King that the generation that now lives in the oldest colony are not one whit less loyal than those who forty years ago amazed the then Prince of Wales by the whole-souled reception which they accorded him on his visit to their shores.



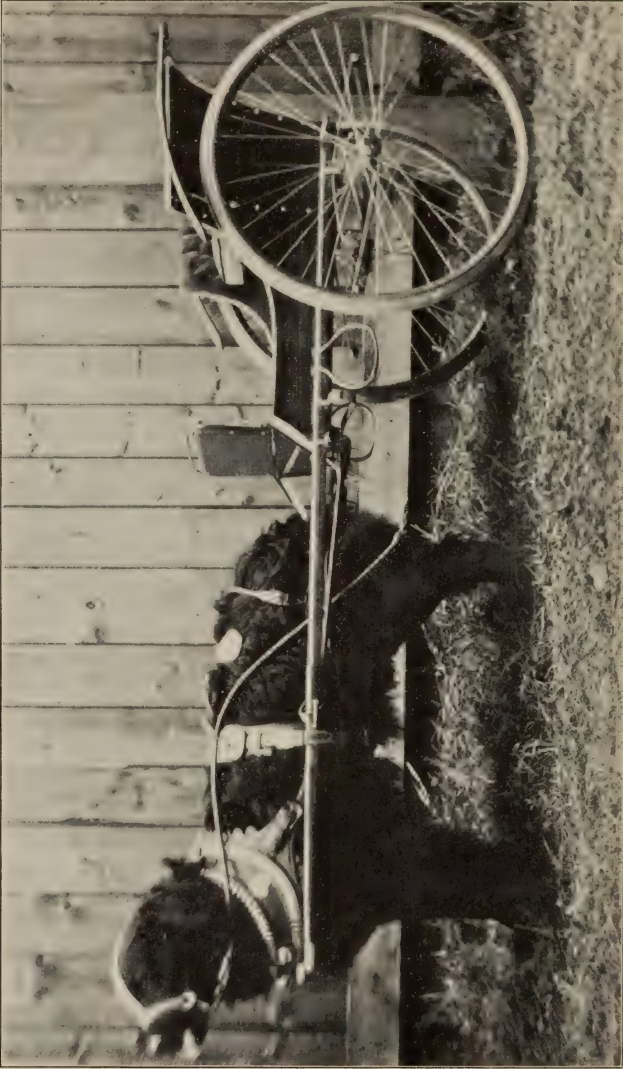
Vey Photo.

The Childrens' Address.

The first function to commemorate the visit was the state dinner on board the «Ophir,» to which His Excellency Governor Boyle and suite, Premier Bond and his cabinet, the bishops of the various churches, and members of the Privy Council were invited. The Duke and Duchess were most gracious and hospitable to their guests and left the impression on all that notwithstanding the attraction and glamor of free republican institutions there is still an alluring grace and refinement and an indescribable something about those born in the purple and reared amidst the regal surroundings of court and kings.

#### THE OFFICIAL LANDING.

Thursday morning shortly after 11 A. M., the official landing took place. The whole route from the pier to Government House was lined with soldiers and sailors from the ships in port, the three companies of the boys' brigades, police, firemen, reserve firemen, and naval reserve, the latter particularly attracting attention as it is a force only in its infancy in Newfoundland, but destined one day to be no mean factor in the strength of Britain's right arm. Arrived at Government House the Duke was met by His Excellency, Governor Boyle, and the Premier and cabinet, when immediately followed the presentation of the address from the citizens read by Right Hon. Sir Wm. V. Whiteway, K.C.M.G., P.C., chairman of the citizens' reception committee. This was followed by the presentation of gifts from the people to their Royal Highnesses, both of whom responded in fitting and appropriate terms. The royal party then proceeded through the city to the site of the new courthouse, and if other portions of their tour lacked the accompaniment of the cheering multitude, such as one witnessed in Trafalgar square and the Strand on jubilee night in 1897, or more recently in the same locality on Mafeking night, it was



Vey Photo. "Bouncer," the Newfoundland Dog, with Cart and Harness, a Gift from the Children of the Ancient Colony to Prince Edward of York.



more than made up for now. Cheering is very dear to the heart of every Newfoundlander ; it is his way of testifying he is with you, and quite satisfied with the way things are going, and I am quite sure the royal party had no more genuine cheers given them since leaving Portsmouth than those which went up from the thousands of Newfoundland fishermen as the Duke and Duchess drove in their triumphal car along the streets of the old city.

### SINGING OF THE CHILDREN.

Having laid the corner stone of the new court house with all the pomp and ceremonial incident to such occasions, the Duke and Duchess at 12:30, proceeded to the Prince's Rink, and there one of the most impressive ceremonies of the whole visit took place, namely, the singing of an anthem specially composed for the occasion by Mr. McNeilly, K.C., by 6,000 school children. The music composed by Prof. Hutton, for the occasion was sonorous and grand, and had that ring and swing and note of triumph about it which has made the English National Anthem live down through the centuries. The words of the anthem were most appropriate, being an imitation or adaptation of Scott's beautiful lines commencing «Hail to the Chief.»

As the thousands of sweet young voices poured out the melody of their premeditated lay, conducted by Prof. Hutton, the vast concourse of people which filled the spacious building was sensibly moved, and when the children, ending the anthem, sang «God Save the King,» it was felt by all that no more acceptable tribute could be offered to the royal pair.

### A NOVEL GIFT.

A surprise, however, was still in store for them, for when the conductor's baton went down for the last time, nine of the



Vey Photo.

The Royal Party Leaving the Rink.

children came forward, leading a magnificent specimen of the Newfoundland dog, rejoicing in the name of "Bouncer," harnessed to a small cart, and presented by them from the children of Newfoundland to Prince Edward of York, the Duke's eldest son. It was quite evident that this touched the hearts of the royal pair, and the Duke and Duchess were sensibly affected, the former replying in suitable terms.

At 2:30 a reception was held in the throne room of Government House, at which over 1,000 persons were presented. It was a striking illustration of the continuity of the royal family to see this youthful pair representing King Edward VII., standing on the same dais in the same spot, where forty years before the fathers of those present, nay, many of themselves, had rendered homage to Albert Edward, Prince of Wales, the then heir to the British throne. In 1860 the Prince of Wales had from that same dais looked on a free people who had a few years before received the blessing of responsible government, and to-day his son, the Duke of York, read in the progress of all around him the justification of the concession of this broad and enobling franchise. There the historian of Newfoundland saw the representatives of the two important epochs in our history, those who had fought for our constitutional liberty and won responsible government, and those who justified its granting by the establishment of such industrial measures as are now awakening us from our death sleep of centuries. Those who witnessed this grand pageant will not quickly forget the scene, and the more judicial contemplative mind will see in it an advanced outpost of that social and economic enterprise on which the oldest colony is now seriously started. A luncheon and dinner at Government House brought to a close the functions of the day.



Vey Photo.

Municipal Arch, with the "Ophir" in the Background.

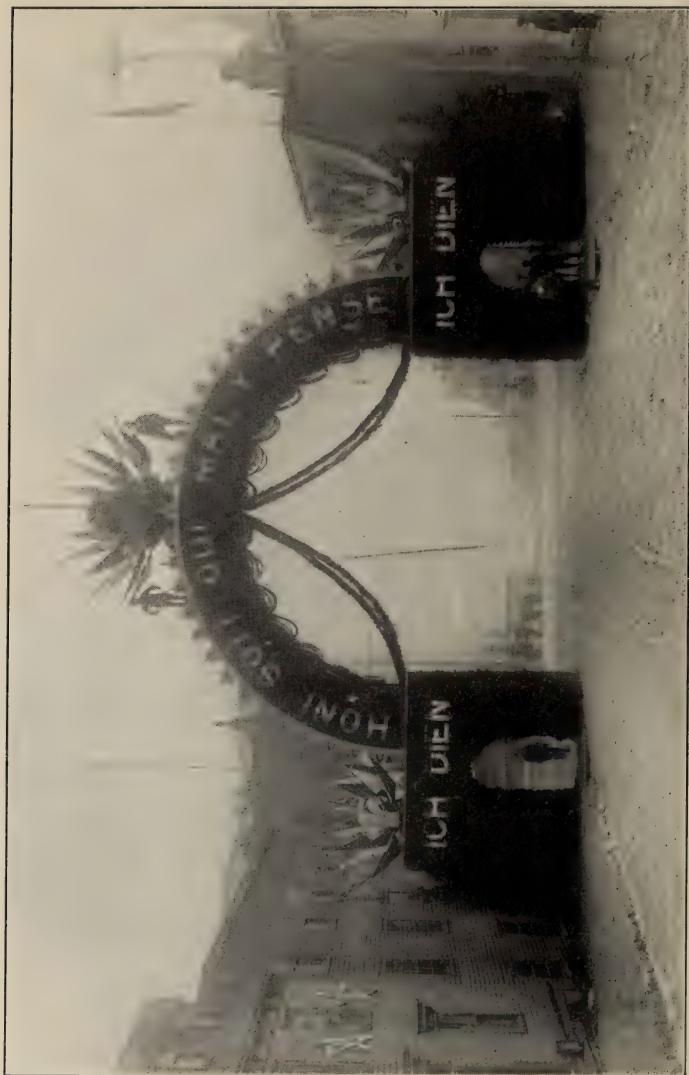
## CHAPTER VIII.

### THE PREMIER KNIGHTED.

[*Montreal Gazette* Correspondence, Continued.]

It was not, however, altogether a surprise to most people that the occasion of the visit of the Duke and Duchess of York should have been chosen to confer upon Hon. Robert Bond, Premier of the colony, the honor of knighthood. It was a proper and fitting recognition in the first place of the public services of Mr. Bond rendered to Newfoundland for the past quarter of a century, and in the second place it was right that the King should mark his regard for the reception accorded his son by the people of Newfoundland, and in no more appropriate way could this be done than by honoring the man, the representative of the people, who bears the name of Premier. «*Palman qui meruit ferrat*» was the motto of old worn by the successful gladiator, and the public man of to-day who climbs to the top in his own Nazareth is not too abundantly rewarded by having a knighthood conferred on him. The mark of favor from the King is pleasing to the people of Newfoundland, who regard Sir Robert Bond as one who has faithfully served him, and even those who may differ from him as to the merit of his views on those public questions with which for the past ten years his name has been identified, all are prepared to accord to him the merit of being at least himself convinced that he was right. I feel certain that Sir Robert Bond's many friends in Canada will rejoice with him in this his latest fortune.

On the whole, Newfoundland has reason to be proud of the success of the reception of the royal pair. Nothing was left



Vey Photo.

Reid's Arch, Looking South.

undone to insure its success, and that it was a success is now the universal verdict. The King himself was specially pleased at the reception, and so publicly expressed himself, and on the departure of the «Ophir» the Duke caused a despatch to be made public over the signature of Sir Arthur Bigge, in which he said, among other things, «that the Duke and Duchess thoroughly appreciated the hearty and generous welcome accorded them by the people of Newfoundland.»

### THE CREDIT DUE.

The Government, the Royal Reception Committee, the President, Sir William V. Whiteway ; the Secretary, J. A. Clift, Esq., and all the various sub-committees are to be congratulated on the success of the reception. To them belong the heat and burden of the day. The grand illuminations, the unique decorations and arches, the harbor flotilla, and aquatic display, were designed largely and carried out by them. Nor must we forget the part taken by private citizens. The Reid arch, erected on Cochrane Street, by the «Reid-Newfoundland Company,» under which the royal pair drove on several occasions, was perhaps the finest ever seen, and would not appear to disadvantage on the streets of London. Bowring Bros., Ltd., the Bank of Montreal, the Roman Catholic Cathedral, all vied in their efforts to surpass each other in novelty of design and brilliancy of effect. Of course, it was only to be expected that the Governor, the representative of royalty, should take a foremost part in the festivities and preparations for the reception. I think it is only fair to say that Sir Cavendish Boyle fully came up to what was expected of him, and he did it with a gentleness of manner and appreciation of his position, which lent an additional strength and dignity to the event. There was no attempt made to advertise or exploit himself or his friends, no cheap



Vey Photo

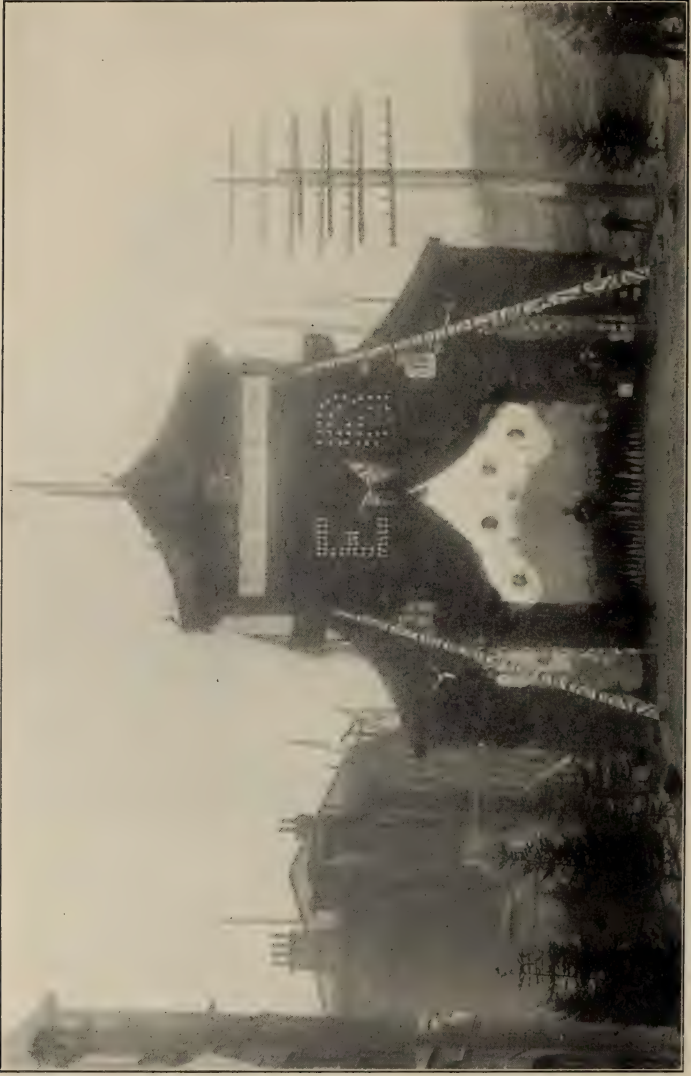
Governor's Arch, near Government House.



jack advertising, running round getting his photograph taken ; on the contrary, His Excellency refrained from pushing himself forward, except where forced to do so by the people. Both the Government and the committee requested His Excellency to represent the people of Newfoundland in the presentation of the gifts to their Royal Highnesses, which he did, and now that it is all over everyone agrees that the right man was chosen.

### THE PRESS REPRESENTATIVES.

And now, to conclude this chapter in our history, let me say a word for the representatives of the press, that much-abused estate. If nothing came of the tour but the visit to our shores of such men as Maxwell, of the *Standard* ; Knight, of the *Morning Post* ; Vincent, of the *Times* ; and Watson, of *Reuter's*, the tour would not have been made in vain. It is not easy to entertain such a galaxy as the foregoing, and only the abundant resources of the Reid-Newfoundland Company could have successfully coped with such an undertaking. Mr. H. D. Reid, the assistant manager of the company, placed his private car at the disposal of the gentlemen, and what with the representatives of the local press and some fifty guests, they soon found themselves traveling through the Peninsula of Avalon ; through scenery not less novel and interesting than that which Mr. Maxwell was accustomed to look out on last year from the besieged city of Ladysmith. But this was only one item in the press programme. The next evening, at 7.30, a dinner was given them by the same company on board their magnificent ship «Glencoe,» one of a fleet of splendidly equipped sailing yachts that now engirdle Newfoundland, and that afford passengers not alone rapid locomotion, but, in point of equipment, table and furniture, are little Lucanias in their way. At the banquet the guests of the evening over and over again repeated their sur-

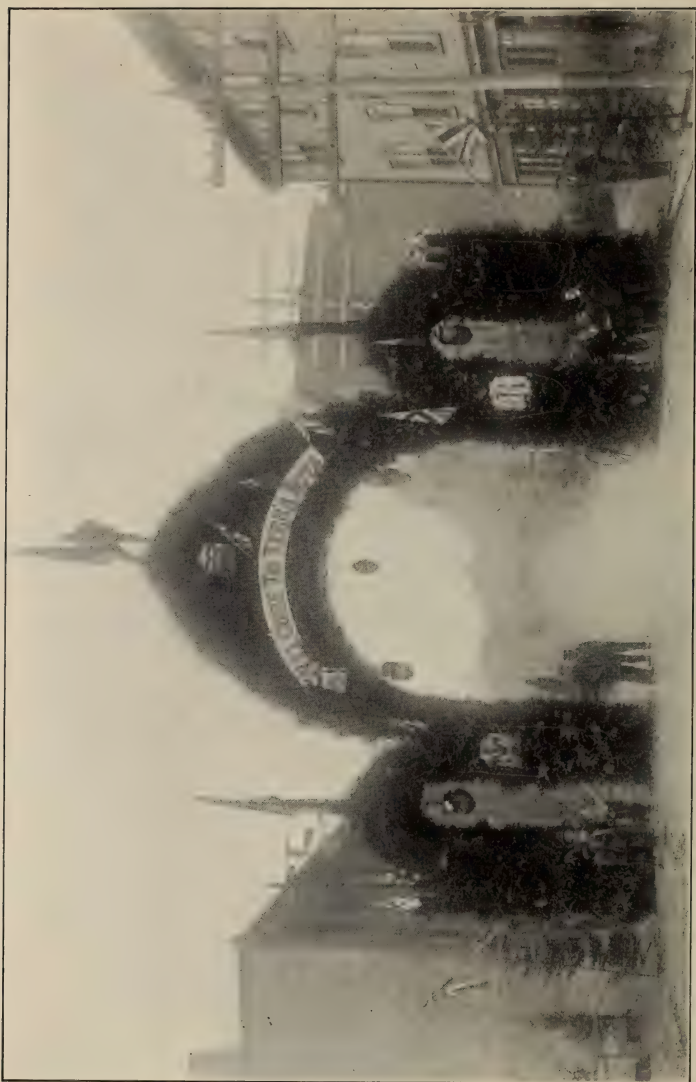


Vey Photo.

Citizens' Arch near Government Offices, Duckworth Street.

prise at all they had seen, and assured all present that as occasion offered they would not fail in placing Newfoundland in a true light before the British public and the world at large, and in that way remove the impression that many people have that we are not a bright, prosperous and progressive people.





Vey Photo.

Citizens' Arch, Duckworth Street.

## CHAPTER IX.

### THE ROYAL TOUR.

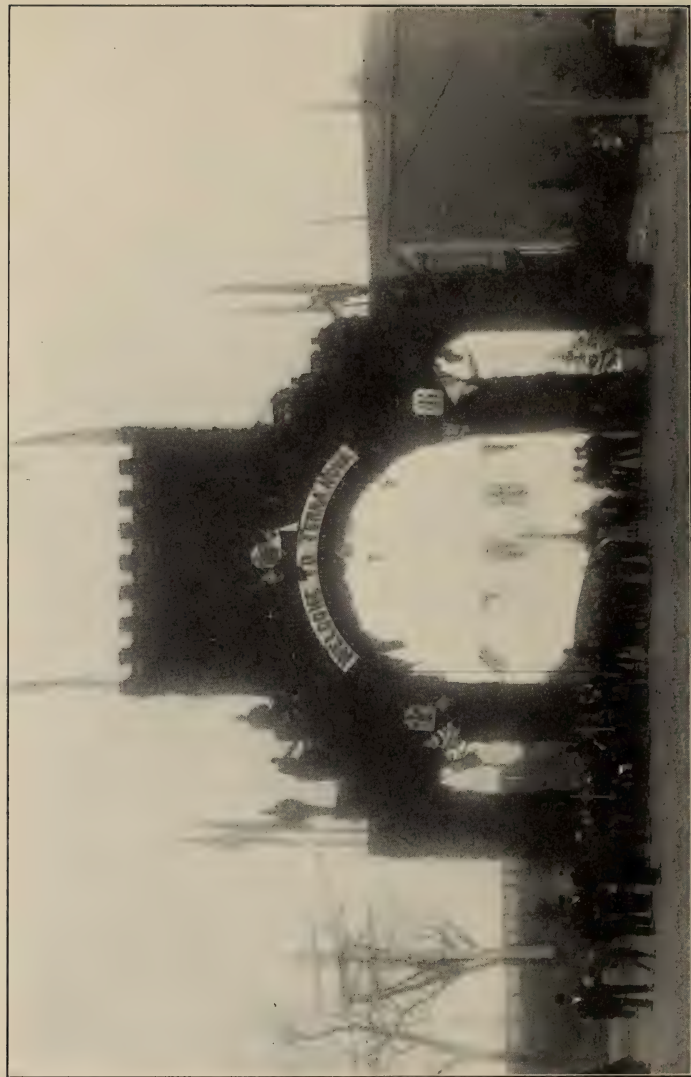
[From the *London Times*.]

ST. JOHN'S, October 24, 1901.

The Duke and Duchess of Cornwall will certainly carry the impression that the illumination in the last part of oversea Britain which they have visited was the prettiest of all save one. Melbourne was magnificent ; the Ottawa Parliament House was in my opinion superior ; the vaunted Pan-American came next ; but St. John's alone has equalled in sheer beauty the unsurpassable display at Malta. Imagine a narrow arm of the sea, girt with lofty hills crowned with flaring bonfires, the most primitive and most effective form of illumination. Below lay the war-ships, motionless towers of electricity, also the multitudinous fishing craft, their lights swaying to and fro in a gentle ripple. It was a vision of delight. To-day the weather, though it had improved,

#### WAS STILL BOISTEROUS

when the Royal party landed and received a masculine, robust welcome from the fishing population. These, indeed, are a hardy race, living their laborious lives contentedly, while a quintal of dried cod represents a barrel of flour. Further, they are full of naval ardor. Hereby hangs a tale better worth telling than any account of the ceremonies and also more interesting to the Duke himself, who follows the Naval Reserve question closely. Here, as in Australia, is naval ardor, combined with a sense of



Vey Photo.

Citizens' Arch near Railway Station.

discouragement and grievance. The position was stated to me yesterday by a prominent politician in a form which I faintly hope may be erroneous. The Colonial Office promised to equip the «Calypso» for the winter training of these magnificent seamen, the island furnishing special winter appliances. The late Governor took particular interest in the movement, but the Admiralty are now represented as saying that they do not want such a force, and the «Calypso,» therefore, is not forthcoming for the purpose. I simply cannot believe that the

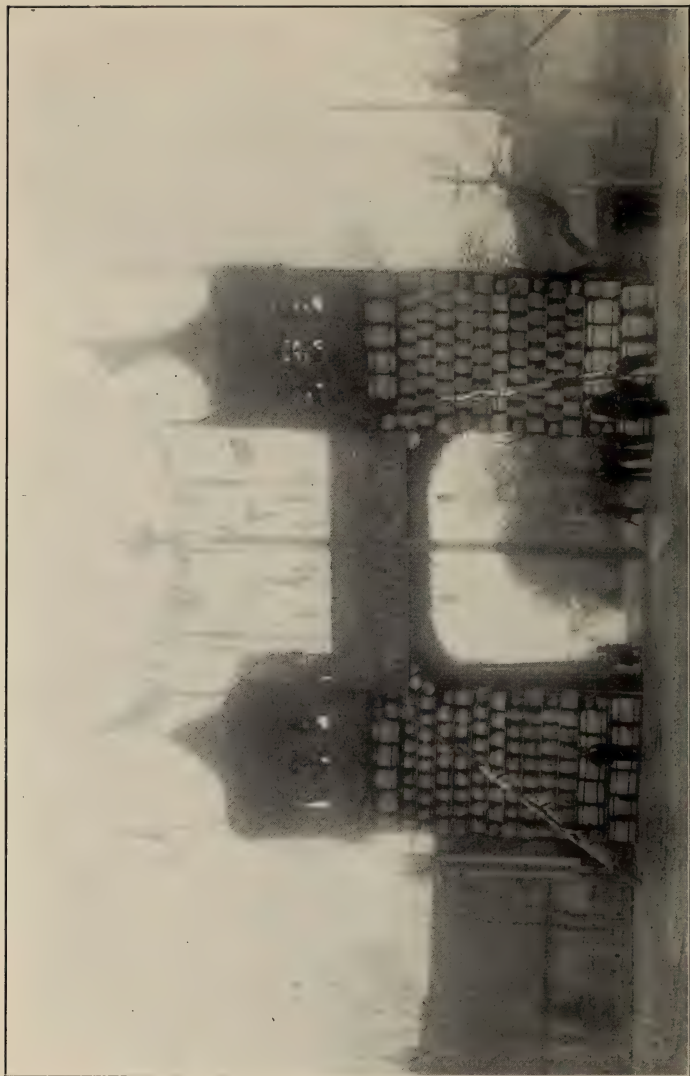
#### STATEMENT IS ACCURATE.

But the impression prevails, and in human affairs popular impression is a most essential thing. It is almost incredible that the Admiralty should have no use for the splendid naval reserves paraded to-day, who were composed of perfect seamen of tough fibre. My limited space is almost exhausted. It must suffice to say that the weather became more boisterous, rainy too, as the thundering guns announced the landing of the Duke. But the welcome accorded by this most English community of the whole tour was cordial in the extreme. I repeat the most English. The people look English; the houses look English; the clubs are well supplied with English papers. It is a thousand pities that such a people should be discouraged in their patriotism, or should think themselves discouraged. Perhaps to-day's prettiest scene was at the rink, where, under the electric light, 6,000 children sang before the Duke and Duchess. One feature of the tour has been the wise prominence given to the children.

#### THE HARDY SONS OF NEWFOUNDLAND.

[From the *London World*, October 31, 1901.]

After a quick voyage from Halifax, the Duke and Duchess of Cornwall reached St. John's, where the hardy Newfound-



Vey Photo.

Mercantile Arch, near Railway Station, Looking North.



landers gave them one of the brightest and heartiest welcomes of their whole tour. Fishing boats from all parts of the island had gathered in the harbor for the event, and on the evening of the Royal arrival the illuminations were most brilliant and effective. Fifteen sealing steamers stretched in a long line down the harbor, their rigging festooned with many-colored lamps, and around lay various fishing craft, to the number of 800 sail, all illuminated in like fashion. In the midst were the warships, like huge towers of electricity, and on the lofty hills which rise above the harbor on either side, great

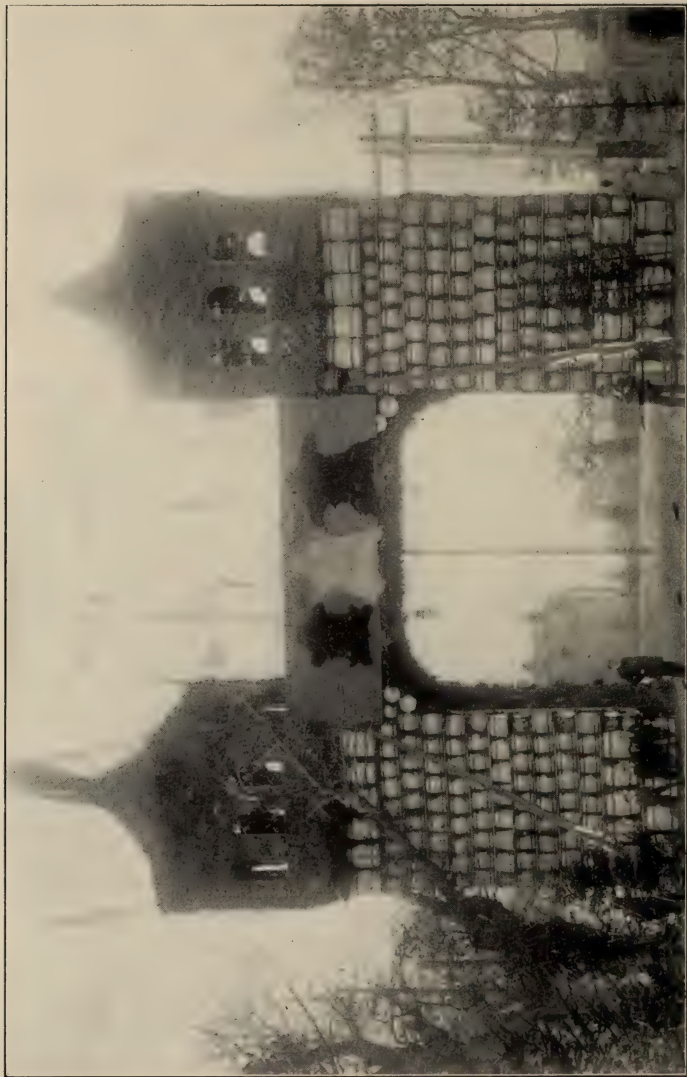
#### BONFIRES WERE ABLAZE.

The whole scene was like a vision of fairyland. A thousand young men marched in a torchlight procession through the town down to the harbor's edge near the «Ophir's» moorings, and there vented their loyalty in vociferous cheers. The next day the Duke and Duchess went ashore, there was the customary speech making, and among the presents made was a go-cart drawn by a Newfoundland dog for the Royal children. The children of the colony had contributed a cent apiece to this present, with which their Royal Highnesses were greatly pleased. The Duke conferred knighthood upon the Hon. Robert Bond, the Premier of Newfoundland. There were illuminations again in the evening, and at daybreak on Friday the «Ophir,» escorted by the «Diadem» and «Niobe,» started for home.

#### DUKE'S TOUR SUMMED UP.

[*From the London Standard, November 6, 1901.*]

The Duke and Duchess have now completed their Imperial pilgrimage. For two hundred and fifteen days they have wandered over the Empire which it will be their destiny to rule. Since leaving Portsmouth on March 16th they have travelled

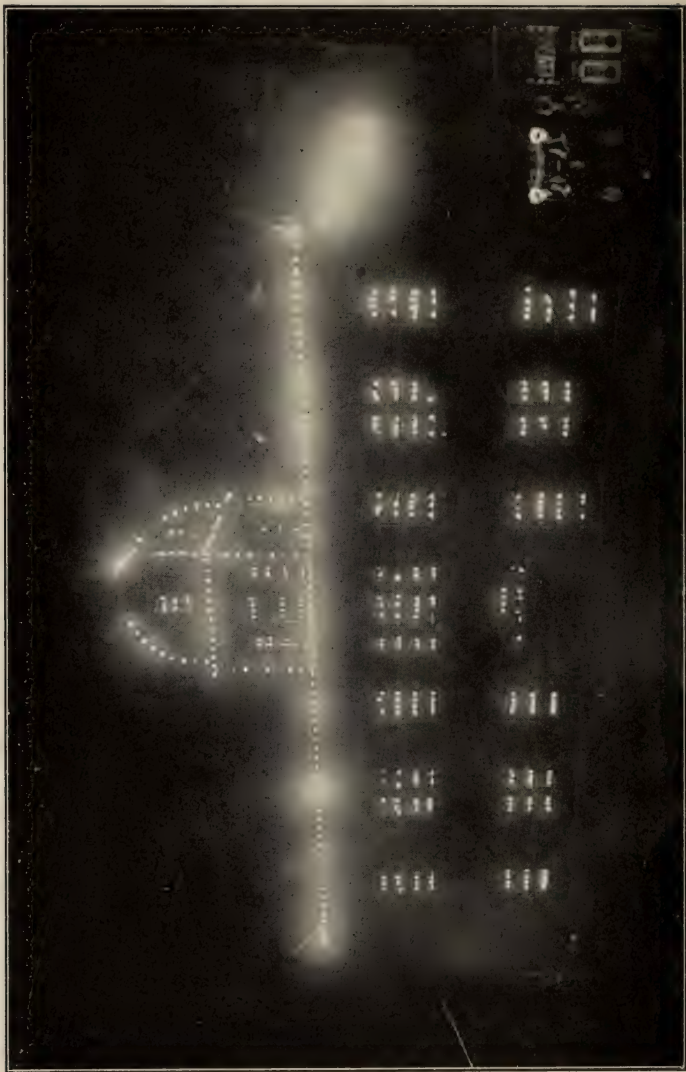


Mercantile Arch, Looking South.

Vey Photo.

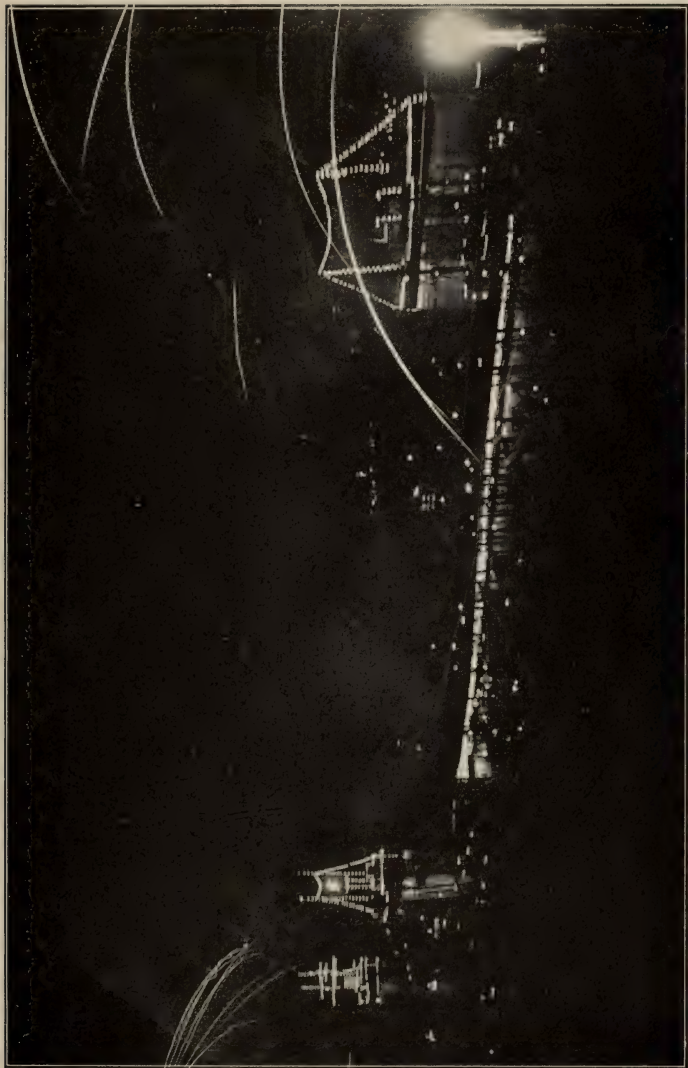
fifty thousand miles by sea and land, or more than the distance twice around the globe. Not once have they set foot on alien soil. Only on two occasions have they touched at ports not British—at St. Vincent, which is Portuguese, and at Port Said, which, nominally at least, is not part of the Empire. They have spent forty-six days in Australia, five in Tasmania, sixteen in New Zealand, thirty-five in Canada and two in Newfoundland. They have received five hundred and forty addresses from men and women of many races, creeds and languages—Chinese, Maltese, Singalese, Malays, Japanese, Kaffirs, Zulus, natives of the East Indies, American Indians and people of British, French and German origin. The Duke has made one hundred speeches in reply, and in every one of them he has displayed not merely tact and knowledge, but the statesmanship and the command of simple and concise language that are among the qualifications of a ruler.





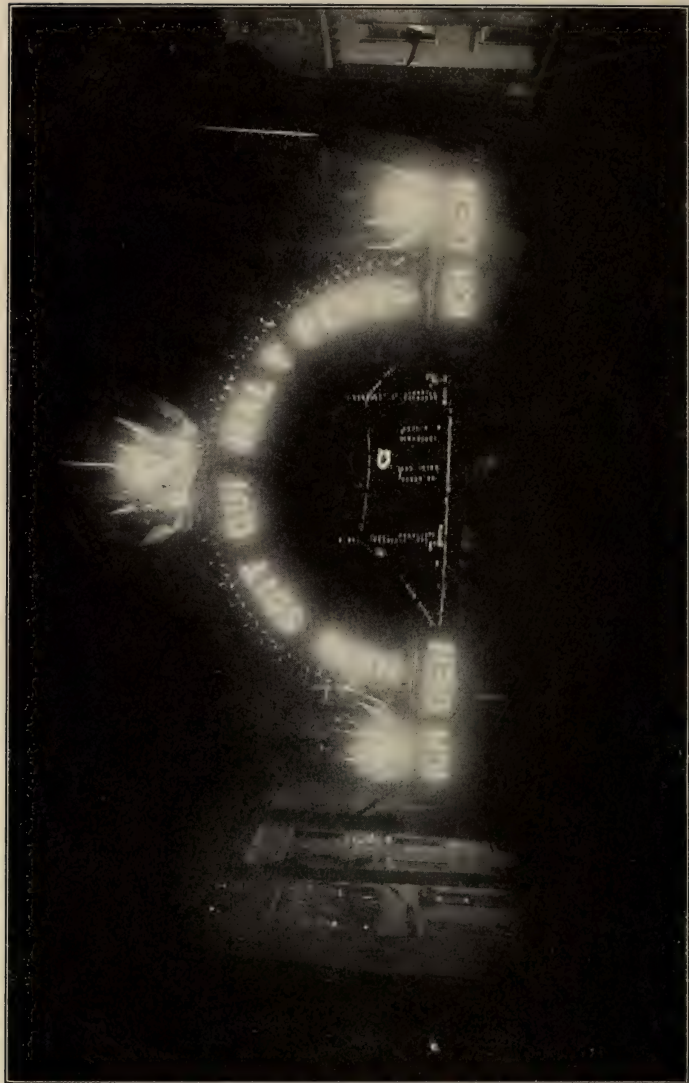
Vey Photo

Cus:om House at Nig:it.



Vey Photo.

Harbor Display at Night, Showing Flotilla.



Vey Photo.

Reid's Arch at Night, Looking South.



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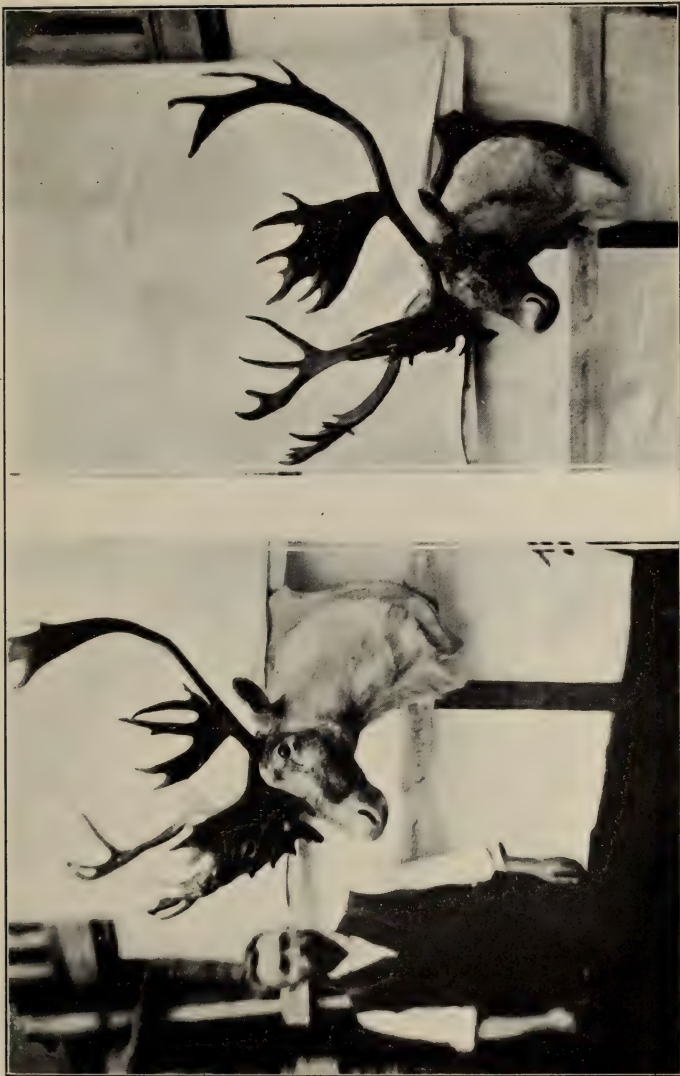
Government Offices Illuminated.



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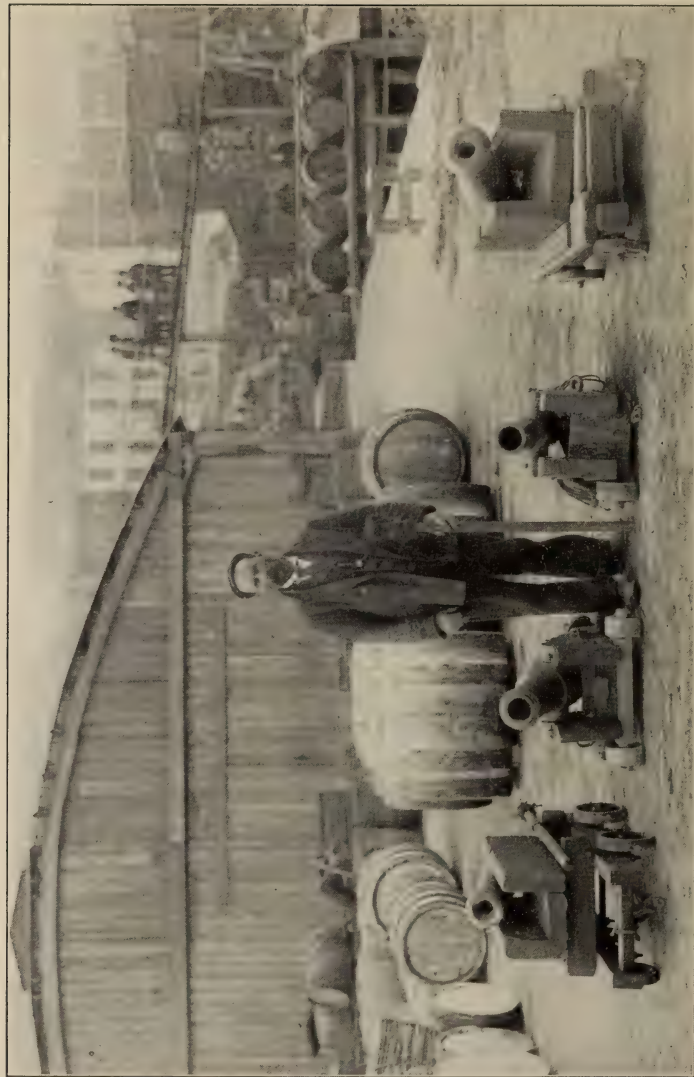
Residence of Hon. E. R. Bowring at Night.





Vey Photo.

Caribou Heads Presented to the Duke and Duchess.



Vey Photo Two English and Two French Cannons used for Firing a Royal Salute on the Occasion of the Arrival of the Duke and Duchess.



His Excellency Sir Cavendish Boyle, K. C. M. G., Governor of Newfoundland.





Hon. Sir Robert Bond, K. C. M. G., Premier and Colonial Secretary.





Arthur Mews, Deputy Colonial Secretary, under whose direction the typical and artistic citizens' address was designed, and also that of the children's, both being engrossed by him.

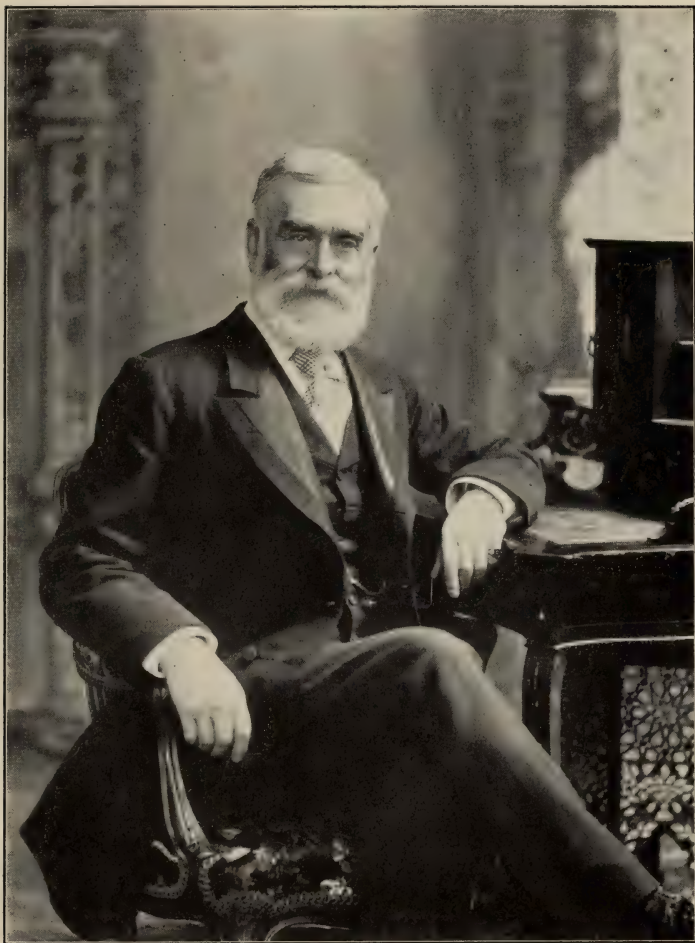






Hon. Sir Joseph I. Little, K. C. M. G., Chief Justice of Newfoundland.





Right Honorable Sir William Vallance Whitway, K. C. M. G., P. C.,  
Chairman of the Royal Reception General Committee.





J. Augustus Clift, Secretary of the Royal Reception General Committee.





Lady Whiteway, President of the Royal Reception General Committee for the presentation of Gifts from the Women of Newfoundland, and her Daughters Miss Whiteway and Miss Vivia Whiteway, the latter of whom presented the bouquet to H.R.H. the Duchess of Cornwall and York.





APPENDIX.



## HIS EXCELLENCY GOV. SIR CAVENDISH BOYLE, K. C. M. G.

The great-grandson of Edmund, the seventh Earl of Cork and Orrery, Sir Cavendish, can boast of a line of progenitors of exceptional brilliancy, even in the annals of the British nobility. He is a direct descendant of the famous Richard Boyle, Lord High Treasurer of Ireland, «The Great Earl of Cork,» as he was styled—a name that must be familiar to all acquainted with the history of Ireland during the Elizabethan and Cromwellian periods. It was of him and his work in the South of Ireland that Cromwell said if there had been an Earl of Cork in every province the Irish would never have rebelled against English rule. Sir Cavendish Boyle's grandfather, Vice-Admiral Hon. Sir Courtenay Boyle, played an important part in the great naval fights at the beginning of the last century, when England secured the mastery of the seas, and, we believe, he was present at the culminating struggle off Trafalgar. A third son of the Vice-Admiral, Cavendish Spencer Boyle, was father of His Excellency. He was a Captain in the Seventy-second Regiment, and was stationed at Barbados for some years. Sir Cavendish is the second son, his elder brother being the late Sir Courtenay Boyle, K. C. B. He entered the Colonial service in 1879, as district magistrate in the Leeward Islands, where he held a number of successive appointments until 1882, when he was promoted to Bermuda as Colonial Secretary and Registrar General. In 1888 Sir Cavendish was transferred as Colonial Secretary to Gibraltar, whence in 1894 he was promoted to the Government Secretaryship of British Guiana. During his residence in Gibraltar he was awarded the vellum certificate of the



Projected Hotel Avalon, St. John's.

Royal Humane Society, and received the special thanks of the Board of Trade and a certificate and medal from the Italian Government for his services in connection with the wreck of the « Utopia » in 1891.

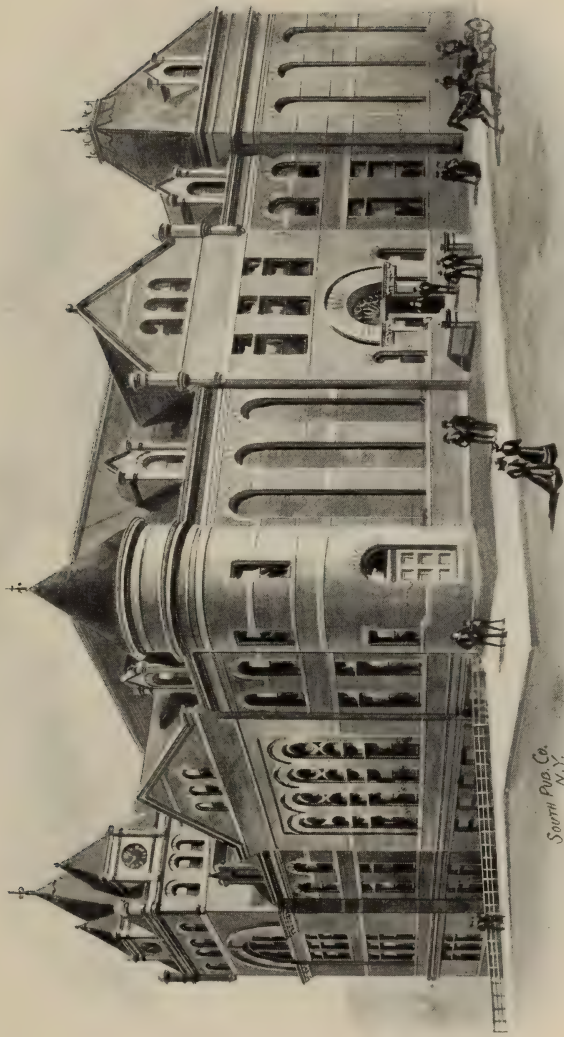
#### RECENT POLITICAL EVENTS.

In March, 1900, the Government of Sir James Winter was defeated upon a vote of want of confidence, and the leader of the opposition, Mr. Bond, was called upon to form a Government. On the 15th March, 1900, the members of the new executive were sworn in at Government House, namely :—Hon. Robert Bond, Premier, with the portfolio of Colonial Secretary ; Hon. W. H. Horwood, with the portfolio of Minister of Justice ; Hon. John Cowan, with that of Minister of Finance and Customs ; and the Hons. E. P. Morris, L. O'B. Furlong and George Knowling, without portfolio.

The new Government appealed to the electorate in November, of 1900, the principal issue placed before the country being the modification of the railway contract made between the Government and Mr. Reid in 1898. The contest resulted in the Ministry being sustained by an overwhelming majority, the ballot boxes giving but four seats out of thirty-six to their opponents. Immediately after the election, by special permission of His Majesty's Government, the membership of the Executive Council was increased from seven to nine, and the following gentlemen forming the reconstructed Cabinet were sworn in at the Government House on the 8th December, 1900 :—Hon. Robert Bond, Premier and Colonial Secretary ; Hon. W. H. Horwood, Minister of Justice ; Hon. E. M. Jackman, Minister of Finance ; Hon. E. P. Morris, Hon. J. S. Pitts, Hon. A. W. Harvey, Hon. H. J. B. Woods, Hon. George Knowling, Hon. J. D. Ryan.



New Court House. Water Street Elevation. Stone for this building furnished by W. G. Ellis, from Petites Quarries. Woodwork for this building executed by Horwood Lumber Company, Limited.



Stone Pup. Co.  
N. Y.

New Court House, Duckworth Street Elevation. Stone for this building furnished by W. G. Ellis, from Petites Quarries. Woodwork for this building executed by Horwood Lumber Company, Limited.



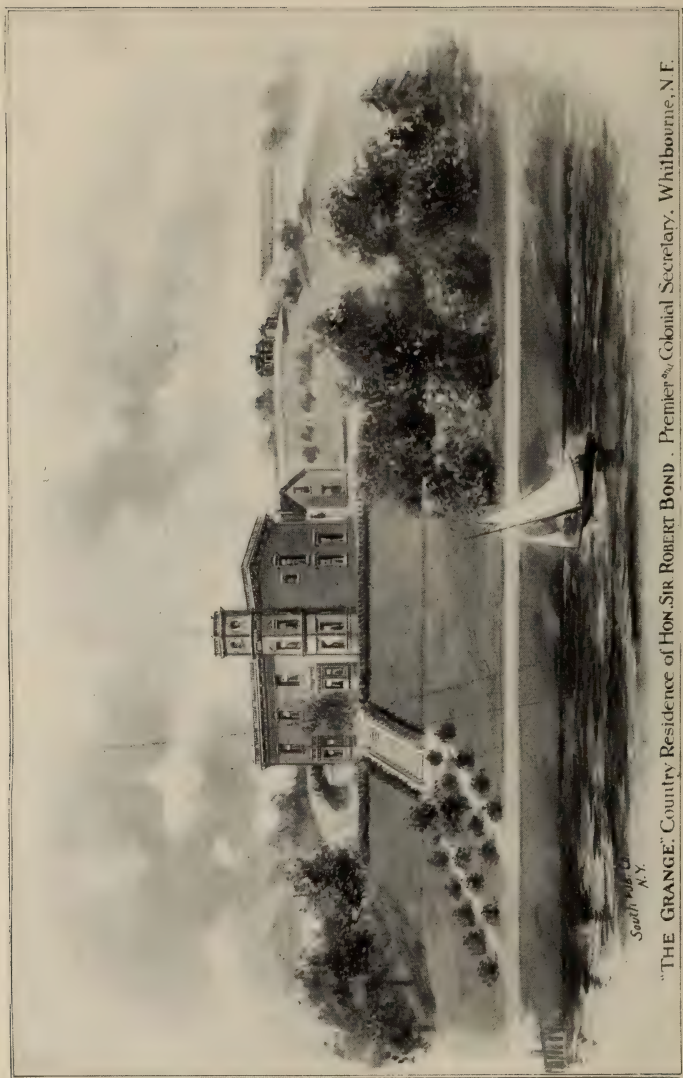
Dry Dock, St. John's.



The Government set to work at once to carry out the popular will with respect to the railway contract of 1898. Negotiations were opened with Mr. Reid, which resulted in the whole railway system of the colony, the telegraph lines and 3,500,000 acres of land, acquired by Mr. Reid under the railway contract of 1898, reverting to the Government upon the payment to him of \$2,023,700. This was virtually the repayment to Mr. Reid of the \$1,000,000 which he had paid for the reversionary interest of the railway, together with the interest upon the same to date, and the payment of the sum of \$850,000 for all the land acquired him under the Railway Act, 1898. Mr. Reid entered into a new contract with the Government to operate the railway free of charge for fifty years, and the Government consented to his transferring this contract, and his remaining interests under the 1898 contract to a limited liability company, to be known as the Reid-Newfoundland Company. That company has been incorporated, and has entered upon its undertaking with exceeding bright prospects before it.

#### THE FRENCH SHORE QUESTION.

In January of last year the Premier was invited by His Majesty's Government to confer with them on the Treaty Shore Question. He proceeded to England in February, and was there joined by the Hon. E. P. Morris, K. C., one of the members of the Colonial Ministry. A conference presided over by the Right Hon. Joseph Chamberlain, Secretary of State for the Colonies, and which included, amongst other members, the Marquis of Landsdowne, Lord Onslow, Lord Westmeath, Sir Thomas Saunderson, Sir John Anderson, Sir Montague Ommaney, Mr. Bertram Cox and the two Newfoundland delegates who discussed the question during several weeks, and negotiations were opened with France for a settlement of the long outstanding



South Hill, N.Y.

"THE GRANGE," Country Residence of HON. SIR ROBERT BOND, Premier & Colonial Secretary, Whitbourne, N.F.

grievance known as the French Shore Question. These negotiations are still pending, and it is hoped that a settlement will be reached before the close of the present year.

#### WHITBOURNE.

Fifty-seven miles by rail from St. John's is the picturesque little town of Whitbourne, the only inland town in Newfoundland. It is here that the machine shops of the Newfoundland railway are established, and here also is the beautiful country seat of the Hon. Sir Robert Bond, K. C. M. G., Premier of the ancient colony, an illustration of which is produced on the opposite page. The village is charmingly situated at the head of Hodge Waters, a magnificent string of lakes, which stretch some ten miles to the southward, and almost meet the tidal waters of St. Mary's Bay. An ideal spot this for tourists and sportsmen. The streets in Whitbourne are well made, and main lines of road connect the village with St. Mary's Bay, Trinity Bay and Conception Bay. As a headquarters for tourists it cannot be surpassed. Trains may be taken from here to all parts of the island, or carriage drives may be had to Placentia, Harbor Grace, Brigus or St. John's. Lake scenery, unsurpassed in Switzerland, boating, fishing, shooting are among the attractions of the place and neighborhood. There are three country hotels here—the Globe House, the Cabot Hotel and the Whitbourne House. The accommodation of these hotels is limited, but what there is is clean and good. As a site for a first-class summer hotel, Whitbourne surpasses most places in Newfoundland.

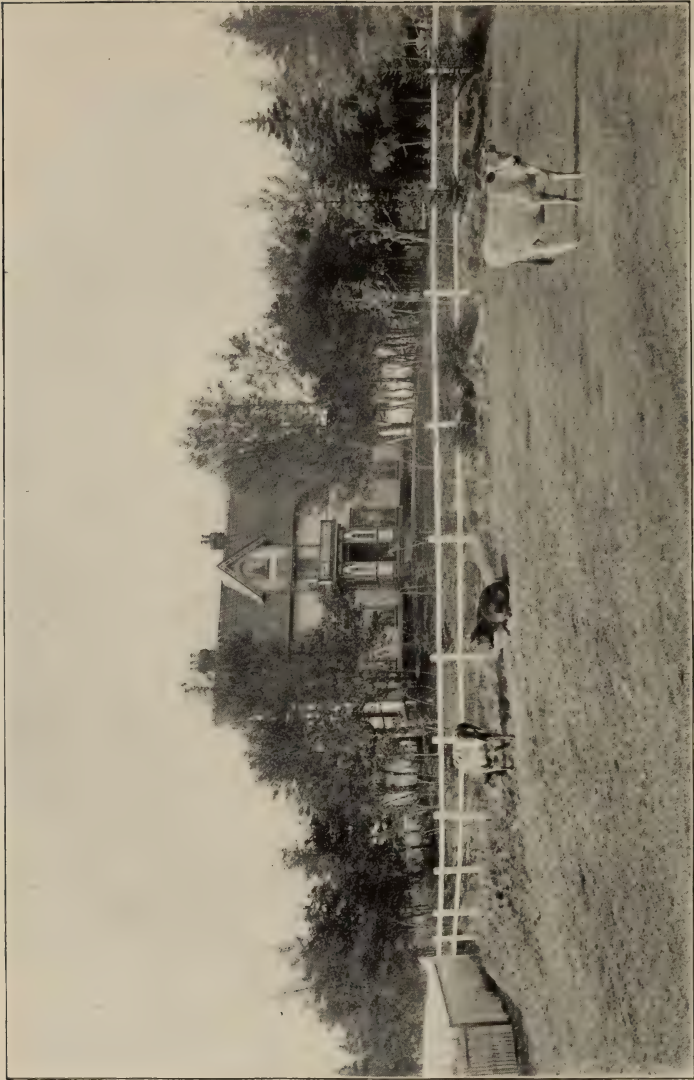


© 1865 POPP CO.  
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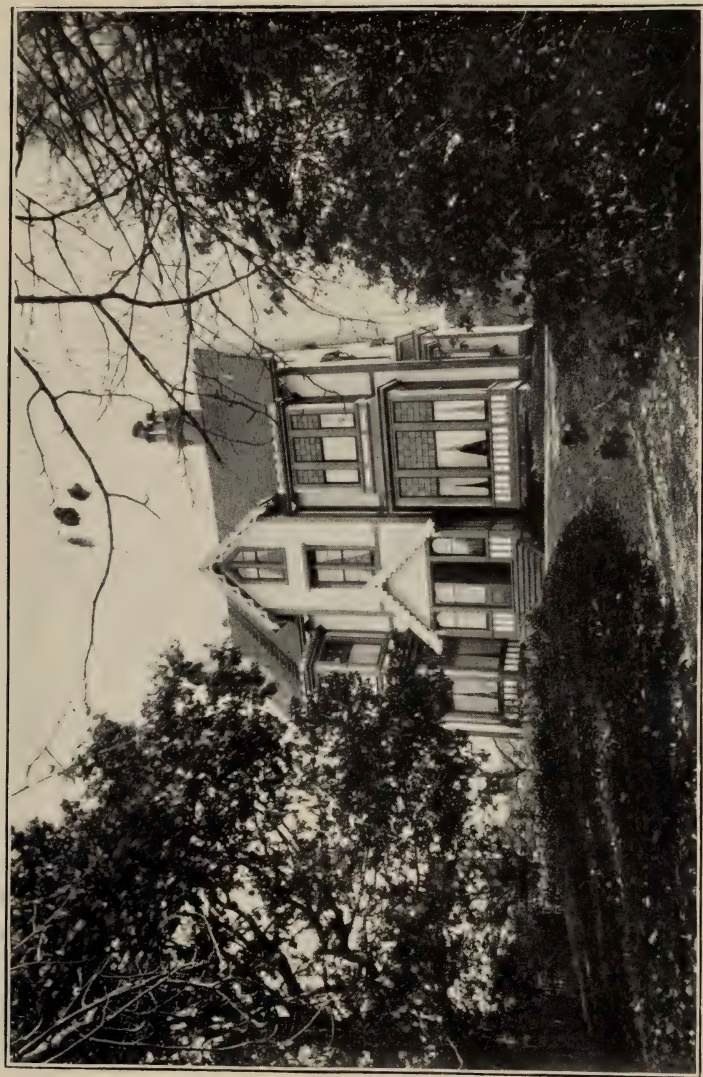
West End Railway Passenger Station.



“ Riverview,” St. John’s, Newfoundland, Residence of the Right Hon.  
Sir William V. Whiteway, K. C. M. G., P. C.



"Beaconsfield." Residence of Hon. E. P. Morris, K. C., Member of Executive Council, St. John's.



Residence of Hon. Geo. Knowling, Member of Executive Council, St. John's.



Residence of N. March, Circular Road.





"Thornlea," Residence of Hon. J. B. Ayre.



"Barn-Brae," Residence of Chas. P. Ayre.



Vey Photo. His Excellency the Governor, Members of the Executive Government, and Signor Marconi at the Signal Station, St. John's.



Vey Photo.

Signor Marconi, at the Signal Station, St. John's.

## EXTRACTS FROM TOURISTS' LETTERS.

MISS SIDNEY BRANSCOMB FORDE in *Boston Traveller* :

Newfoundland in the summer-time, is a veritable paradise. The interior of the island, practically unvisited by man, is the home of the lordly caribou. The railway has opened up this wilderness and introduced it to countless thousands all over the world. \* \* \* The Exploits Valley is a scene of wild beauty, foaming torrents, waterfalls and canyons; but the Humber Valley is a combination of the weird attractiveness that makes the Exploits so delightful, and has a clear, calm beauty that seems as though a peaceful spirit hovered over it. This is the bright, particular spot in all Newfoundland which nature has endowed with all the added charms of the myriad of beautiful spots in the island. A delightful water view is enjoyed and the distant peaks come grandly into view, sending their steep declivities down to the water's edge. The roadway runs through a country rich in natural beauty and the haunt of game, but more than all this, through a country teeming with untold wealth.

Special Correspondence, *Montreal Star* :

The Wabana iron mine, recently purchased by the Dominion Iron and Steel Company for a million dollars, is on Bell Island, in Conception Bay, Newfoundland, about 35 miles from St. John's. Experts pronounce it to be the most remarkable iron mine in the world, and even the ordinary tourist, who knows nothing about minerals, can appreciate its peculiar formation. The ore bed consists of small regular blocks of hematite, most of them about four inches long, two inches wide and two inches thick, but some of them considerably larger. These blocks are piled one upon another and close together, just as a child piles up wooden blocks, making a bed of ore of an average thickness of eight feet extending over 817½ acres, which is estimated to contain 28,000,000 tons of available ore besides the areas under the sea which will be referred to later on. The ore crops up at the surface and mining in the ordinary sense is not required. It is only necessary to shake the blocks of ore apart and they can be shovelled into cars without trouble. Indeed, as each of the little blocks of ore appears to be separate from the others, although they are piled very close together, it would probably be possible to pick them from the bed by hand, but this would be a tedious and expensive process, and in order to loosen large quantities at once dynamite is used.

Correspondence *Catholic Record*, Ontario :

Canadians should see for themselves the many advantages possessed by this too long unknown island, as a sporting ground and a place of unrivalled scenery, both coastal and inland. In fact the great bays along the sea front, guarded by towering headlands, and sheltering so many creeks and harbors give such a series of picturesque contrasts as to make them almost unique.

But among the many pleasant spots of resort all over the island, none outside of St. John's is more sought than Placentia, the ancient capital of the colony. By reason of its rare natural beauty of scenery, its sea-arms stretching miles inland, and its environment of lofty hills, Placentia was well named the "Killarney of Newfoundland."

MR. O. A. CLOUGH in *Montreal Herald* :

The industrial possibilities of Newfoundland, at the present time, are an intensely interesting theme. The railway has opened them to the world. They consist in forests of pine, spruce, fir and birch, suitable for lumber and wood-pulp, and for all the various purposes for which wood is required; in lands for farming, upon which oats, hay, potatoes, vegetables and stock can be raised; in quarries of stone, slate and marble, and in mines of coal, iron, copper and of various other minerals. These are a part of the treasures which the railway will aid in developing. There is game in the woods and fish in the lakes and streams.

The scenic attractions of Newfoundland are great in diversity and in beauty. The rock beating back the sea, which subsides in the calm of the bay; the clear waters flowing over the rocky beds; the placid internal lakes fed by living springs; the sparkling water-falls; the high cliffs towering above the sea; the mountain ranges clothed in living green; the deep secluded glens and the still forests—these are the varied pictures which nature offers in endless charming aspects to those who will behold them. The summer climate of Newfoundland is delightful.

COL. A. B. BLAIR, West Hoboken, N. J., in *The Truth* :

We were perfectly delighted with our deer-stalking trip; had all the shooting we wished for and met in and about St. John's a very genial, hospitable and intelligent class of persons, who did much to make our stay a pleasant one in all respects.

An Anonymous writer on Newfoundland:

Through the opening of the transinsular railway, tourists can travel all rail from New York and Boston and elsewhere to St. John's, with the exception of a ninety-three mile break between North Sydney, Cape Breton, and Port-aux-Basques, Newfoundland. This gap which is really a very interesting variation of the journey, is covered by the fast and commodious steamship "Bruce," also maintained by the Newfoundland Railway System, in about six hours.

It is not predicting too much to say that Newfoundland, now that it has fallen into line with other portions of the continent, in the matter of transportation facilities, is destined, in the near future, to have a veritable boom, both industrially and in regular summer travel. It will be yet another link in the chain of maritime resorts, beginning with New York and ending with Labrador.

The summer climate of Newfoundland is superb, and the ruggedness of its coast has led to it being named the "American Norway." The summer temperature is equable, the days being mild and the nights cool and bracing. Altogether, Newfoundland may be set down as one of the finest health resorts in the country.

Every winter, artists and sportsmen who have visited Newfoundland have returned enthusiastic over the manifold attractions of the place.

## WHAT TO WEAR.

What to wear and where to buy it are simple questions where an establishment exists like Jackman's. Here may be found clothing in variety for all ages, sizes and classes. The child is taken in hand until he becomes a youth, and the youth is cared for until he becomes a man. The welfare of each and all is regarded, and each in turn is pleased with the service rendered. He who wants a suit to order has an ample line from which to select, with the assurance that it will be made up in fashion, and that it will be a perfect fit. If in quest of ready-made, he has a wide range from the best markets from which to select. These goods are well arranged for inspection, and like the ordered suits, are offered at very reasonable prices. The citizen of St. John's, the visitor from the outports, and the sojourner from abroad can rely upon a cordial welcome and upon courteous treatment.

## SLATE AND MICA.

There are some extensive slate deposits in Newfoundland which are of great value. This fact is attested by experts from Wales, which is the most celebrated foreign source of supply. In all respects these Newfoundland slates are excellent. They have been used with approval in St. John's and show great endurance, being proof against storms and other action of climate. Several shipments of this slate have been made to London, with the result that a demand has been established which must lead to the building up of a large local industry.

In the vicinity of the quarry from which these shipments were made, Mr. Sydney Woods, of St. John's, owns several valuable claims, which possess the same characteristics as the above, specimens from which he will be pleased to show to interested parties. These deposits are readily accessible by water, and possess every advantage to insure economic and successful working.

In addition to these, Mr. Woods has a mica claim which has many indications of excellence. This, too, is located near water, and has the best shipping facilities. He has also some gold-bearing quartz claims, all of which are available.



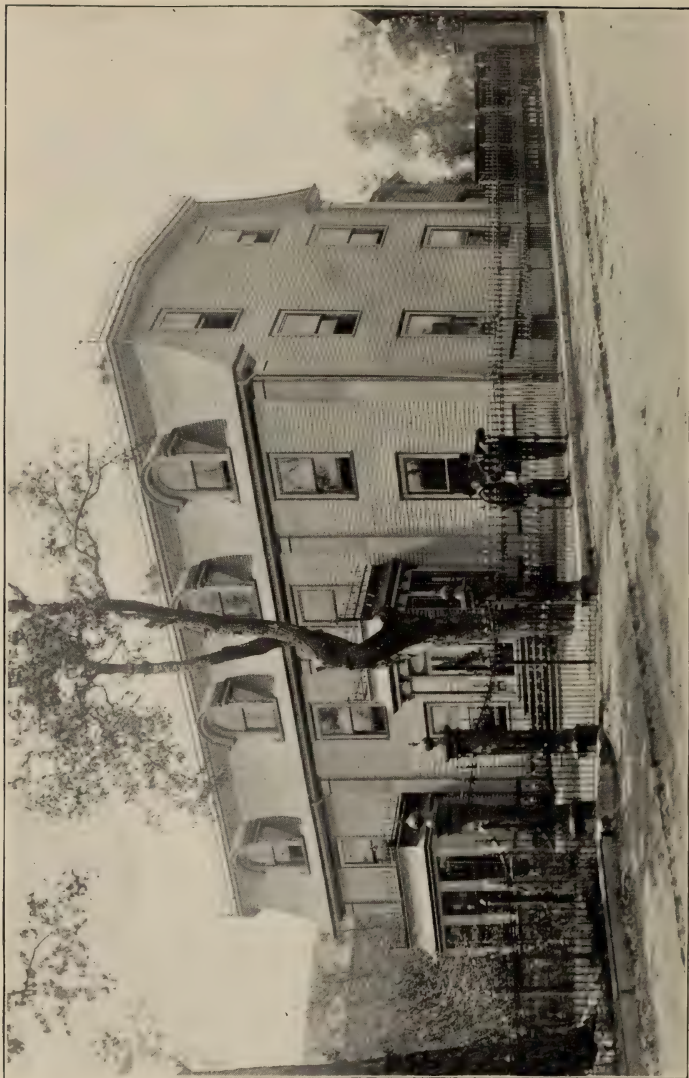


### WAVERLEY HOTEL.

J. M. DOOLEY, Proprietor.

206 Duckworth Street, St. John's, Newfoundland.

The Waverley Hotel, situated on Duckworth street, is a convenient locality, of which J. M. Dooley is proprietor, is a well conducted house, and commends itself to tourists and others visiting St. John's. Electric cars pass near its doors. Its windows look off upon the city and the fine harbor, the narrows and upon the beautiful hills beyond. The docks of the various sea-going and coastal steamers are near at hand, as is also the railway station, while the churches and other interesting points of the city are within convenient distance. Mr. Dooley, who is a native of St. John's, has had an extensive experience in catering for the public, having for the past thirteen years acted as chief steward of steamers plying in the coastal service, and between St. John's and Halifax. Having leased the Waverley for a term of years, he will devote his best endeavors to make it an agreeable stopping place to all visiting the city. He extends a cordial welcome to residents of the island, as well as to visitors from abroad, all of whom can rely upon liberal service and hospitable entertainment.



Balsam Place, E. K. Burgess, Prop.

## BALSAM PLACE.

E. R. BURGESS, Proprietor,

St. John's, Newfoundland.

Situated on a commanding eminence overlooking the entire city, the harbor and surrounding scenes, Balsam Place offers the finest views and the most agreeable retirement. It is on Barnes' Road, a clean and pleasant street, but a few steps from Military Road and the electric street car line. It is thus easily reached, and is in convenient and constant communication with the railway station, the foreign and coastal steamers, and all the business and other interests of the city. Balsam Place stands upon ample grounds, adorned with trees, shrubbery, plants and flowers of many kinds. It has vegetables and fruits in great variety and profusion, thus presenting country aspects in the heart of the city. Within it has an air of elegant comfort. Its large apartments are furnished with rare liberality. Costly furnishings of every description adorn the rooms, and exquisite and rare bric-a-brac render the house a centre of attraction. Much of the furniture is of great antiquity, as are many of the objects of art. Mr. Burgess, who, for several years past, has conducted the Waverley Hotel with so marked success, has taken a long lease of Balsam Place from Sheriff Carter, and will conduct it strictly as a select hotel.



THE VICTORIA,  
Sydney, Cape Breton.

This new hotel, recently opened, has a very eligible situation on George street, but a few steps from the post-office and quite near the passenger stations and to the business interests of the town. The building is new and well arranged. Its rooms are ample and well lighted and ventilated. The surroundings are pleasant and the views in all directions are attractive. The table is liberally supplied, and the house is an agreeable home for the public. It is conducted at popular rates, and gives special prices to parties making a long stay. Travelers to and from Newfoundland will find the Victoria a pleasant and a convenient stopping place.

# Red Cross Line.

S. S. ROSALIND and S. S. SILVIA.

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PROPOSED SAILINGS

New York to  
Halifax, N. S.,  
Sydney, C. B. and  
St. John's, Newfoundland.

Steamers Sail from Pier 40, North River, Foot West Houston  
Street, New York.

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BOWRING & CO., General Agents,  
17 State Street, New York.

G. S. CAMPBELL & CO., Agents,  
Halifax, N. S.

F. C. KIMBER, Agent,  
Sydney, C. B.

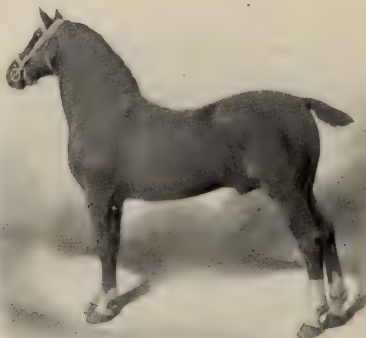
HARVEY & CO., Agents,  
St. John's, Newfoundland.

## HOTEL ALBERT.

A. L. SLIPP, Manager.

Summer Street, North Sydney, C. B.

Hotel Albert is a new house, conveniently and pleasantly situated on Summer street, quite near the steamship piers, the railway station and the business interests of the city. The rooms are well arranged both as to light and ventilation and are tastefully furnished. There are special rooms for commercial men. The house is heated by the hot-water system, and is provided with electric call bells and the most approved modern conveniences. The table is liberally supplied, and the provisions for public entertainment are ample. The steamship "Bruce" lands but a short distance away, thus rendering Hotel Albert accessible to tourists and others to and from Newfoundland.



In connection with Hotel Albert is an extensive stable for high grade horses for all lines of service. The manager has for many years conducted a successful trade in the United States, Montreal, St. John and Halifax, where he has a wide acquaintance. He has also filled orders for fine horses for Great Britain and other foreign countries. He has at all times on hand trotters, pacers and single and matched spans, all of which are guaranteed to be up to representation. He will respond promptly to all orders. As shipments can be made direct from North Sydney to Newfoundland and other points, purchasers can rely upon prompt and safe delivery.

Correspondence solicited.

A. L. SLIPP, North Sydney, Cape Breton, Canada.

## PHOTOGRAPHY.

Wheeler, Photographer, has a well-located studio on Charlotte street, the chief avenue of Sydney, new and modern in appointment. He has cameras specially adapted to portrait and in-door work and to out-of-door viewing. Prior to his residence in Sydney, he carried an extensive and a successful business in Halifax, during which time he acquired an experience which has given him high rank in his profession. His catalogue includes a comprehensive line of Cape Breton scenic views, which represent in impressive form the surpassing natural attractions of the island. He will send these by mail to all parts of the world on application. He is prepared at all times, in addition to his stated business, to execute special commissions.

Correspondence solicited as above.

Address, G. H. WHEELER, Photographer,  
Sydney, Cape Breton, Canada.



## HOTEL ALFONSE.

ALFONSE VASSALLO, Owner and Proprietor,  
Sydney, Cape Breton, Canada.

Hotel Alfonse is a stately building at the corner of Pitt and George streets. Under its present proprietorship it has been enlarged and improved. Steam heat has been introduced, and ample provision has been made for the comfort and convenience of guests. The proprietor is a caterer by profession, having had a varied experience in ministering to the public in the United States and in Canada. Hotel Alfonse has three dining halls, handsomely arranged and decorated, suited to the entertainment of small and large parties, and so arranged that they can be thrown into one large hall for banquets, balls, etc. By industry and enterprise, Alfonse has established a prosperous business. He extends a cordial welcome to travelers to and from Newfoundland, and guests from all directions will receive a cordial welcome.





## OLD SMITH HOTEL.

J. D. McISAAC, Proprietor,

Port Hood, Cape Breton.

This hotel, which is a landmark of Port Hood, has recently been enlarged by extensive additions, which have given it many good rooms. The house is heated by the hot-water system; its rooms are large and neatly furnished and kept; the table is well supplied and the service is good.

Port Hood is finely situated, extending along an elevated plateau overlooking the water. As a summer resort it is delightfully cool. The surrounding country is pleasant and is reached by agreeable drives. Steamers ply from and to Halifax, Prince Edward Island, Bras d'Or Lakes, Canso, Mabou, etc. Port Hood is also reached by the Inverness and Richmond Railway, and is thirty-four miles north of Port Hastings.

Tourists in quest of a cool retreat for the heated season, commercial men and the public generally will receive a cordial welcome from the proprietor of Old Smith Hotel, whose doors will ever be open for their reception.

The Best Line Between  
MONTREAL AND BOSTON AND MONTREAL  
AND SPRINGFIELD.

Through Vestibuled Coaches, through Pullman Parlor and Sleeping Cars between Montreal and Boston in both directions. Through Coaches and Pullman Sleeping Cars between Montreal and Springfield in both directions.

**Be Sure Your Ticket Reads**

**VIA WHITE RIVER JUNCTION.**

S. W. CUMMINGS,

Gen'l Passenger Agent,

St. Albans, Vt.

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Connecting with the Grand Trunk at Rouse's Point, the Central Vermont Railroad extends through Vermont, Massachusetts and Connecticut to New London, where connections are made with boats to and from New York. At White River Junction connections are made with the Boston and Maine trains to and from Concord, Manchester, Nashua, Lowell and Boston. At South Vernon with the Boston and Maine for Northampton, Holyoke and Springfield, and at Palmer for Springfield, Hartford, New Haven and New York.



Wood's Dining Rooms and Candy Store. - Adjacent to Post Office.

**CAPE BRETON, CANADA,**

AT THE

**BEGINNING OF THE TWENTIETH CENTURY.**

---

**A Treatise of Natural Resources and  
Development.**

---

The above work, treating of all the important aspects of this most interesting Island, which has of late come into so great a prominence, is in course of preparation, and will be published the present year.

It will be a large volume, elegantly gotten up and properly illustrated with comprehensive pictures of the great local industries, etc., and of the exquisitely beautiful scenery of the Island.

The book will contain a complete, up-to-date map of Cape Breton.

**SOLD BY SUBSCRIPTION ONLY.**

Shortest Sea Trip, Six Hours.

NEWFOUNDLAND TO CANADA.

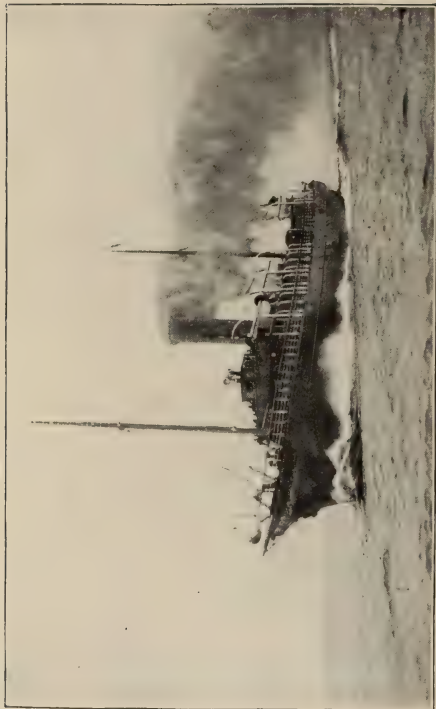


Proposed Hotel Avalon, St. John's.

R. G. REID, Proprietor Railway and Steamship Lines,  
St. John's Newfoundland.

OPERATING.

W. D. REID, General Manager, - -	St. John's, Newfoundland.
H. D. REID, Assistant Gen'l Manager,	" "
R. G. REID, JR., Superintendent, -	" "
G. H. MASSEY, Chief Engineer, -	" "
H. A. MORINE, Freight and Pass. Agent,	" "
H. McNEIL, Auditor, - - -	" "
H. S. CORMACK, Treasurer, - -	" "
H. CRAWFORD, Purchasing Agent,	" "



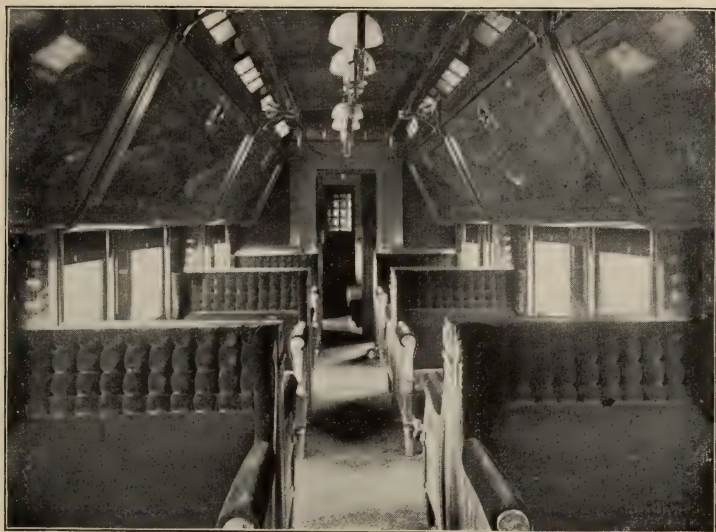
## ALL RAIL, SAVE SIX HOURS' SAIL PER S. S. BRUCE,

*From North Sydney to Port-aux-Basques, Newfoundland.*

Beautiful sea-coast, rivers, lakes, forests, mountains, etc. Delightful summer climate. Fine field for tourists, artists, sportsmen, and for all in quest of health and recreation.  
 For information and tickets apply: New York—At offices New York, New Haven & Hartford, Intercolonial, Grand Trunk, Pacific Railways, Tourist Agencies, Thomas Cook & Son, Raymond & Whitcomb, etc.  
 Boston: At offices Boston & Maine and above railways, Tourist Agencies, etc., and Plant and Dominion Atlantic Lines.  
 All other points, including Foreign Countries, at Railway Offices and Tourist Agencies, and to

**H. A. MORINE, General Passenger Agent Newfoundland Railway,  
 St. John's, Newfoundland.**

## NEWFOUNDLAND RAILWAY.



Through sleeping and buffet cars on all express trains between St. John's and Port-aux-Basques. Attractions for travelers and tourists.

Professor Hyatt, of Boston, writes: "Certainly one can rarely see in this world more remarkable and picturesque villages. The effect of the pond-like harbors, surrounded by rugged hills, often of considerable height, is rendered exceedingly pleasing, often lovely, by the habit of building the cottages anywhere and everywhere, according to the fancy or fortune of the owner. Burgeo was especially remarkable, and an artist could spend many summers on this coast and become its pictorial historian with great gain to himself. The weather favored us while in Newfoundland. We were not detained by fogs and had very few adverse winds. *The scenery was superb, and has made all the countries we have passed through since seem tame and unpicturesque*, except, indeed, the steep mountainous cliffs of Cape North and the vicinity in Cape Breton. *I never expect to get so much pleasure combined with intellectual profit out of any future trip.* Port-au-Port is a paradise for the artist as well as for the geologist; and the same may be said of Bonne Bay and Bay of Islands.



### NEWFOUNDLAND RAILWAY.

Professor Albert Bickmore, a distinguished American professor of the American Museum of Natural History, New York, who spent a few weeks, in 1891, in Newfoundland and on the coast of Labrador, says: "In regard to beauty and grandeur of scenery, health-giving climate and general attractiveness for those whose energies have been lowered by city life, and who seek to recuperate, few countries could surpass Newfoundland. In addition to the scenery and pure air, you have salmon and trout fishing to an unlimited extent; and in the fall, snipe, curlew and ptarmigan shooting as well as deer-stalking. Boating on the lakes, driving or walking over breezy hills; picnicing in such places as Petty Harbor, Middle Cove or Topsail; sketching or photographing rare scenery, drinking in the oxygen of an atmosphere which at every breath quickens the pulses and puts color in the cheek—what more could the heart of man or woman tourist ask for?"

Commander Kennedy, R. N., writes: "To one who, like the writer, has had the opportunity of seeing the country, of mingling with its warm-hearted inhabitants, of penetrating into the vast and almost unknown interior in quest of sport, Newfoundland presents a deeply interesting aspect, whether it be from a sporting, an artistic or a social point of view. The fogs on the east and south coast seldom, if ever, penetrate inland; and I have no hesitation in saying that for four or five months in the year, namely, from June to October, inclusive, the climate is far superior to that of Great Britain, while the winters are undoubtedly milder than those of Nova Scotia, Canada or New Brunswick."



## THE INTERCOLONIAL RAILWAY OF CANADA.

The Intercolonial Railway enacts an important part in eastern communication. Starting from Montreal it extends to St. John, Halifax and the Sydneys, and embraces in its system more than 1,600 miles. It follows the course of the St. Lawrence River to the ancient city of Quebec, includes the interesting Maritime Provinces of New Brunswick, Prince Edward Island and Nova Scotia, to all of which it affords a good service.

The scenery along its line embraces a wide range of attractions. The picturesque St. Lawrence, the romantic Saquenay and the famous salmon and trout fishing region of the Metapedia Valley. This wild and beautiful country is steadily growing in popularity and as its surpassing charms shall become more generally known as well as the ease with which it can be reached by the Intercolonial, it is sure to attract a large and an increasing tide of tourist travel.

Prince Edward Island, with its fertile meadows, the many beautiful farming sections and pleasant scenes of Nova Scotia are followed by the antique beauties of Cape Breton and the charming Bras d'Or lakes.

The development now in progress at Sydney is such as to insure the largest immediate and ultimate results. The immense expenditure of capital in the erection of the vast industrial plant of the Dominion Iron and Steel Company, and the large force of men and the enormous amount of material that must be constantly required for its operation, will make Cape Breton, and especially Sydney, an additional point of attraction for the sight-seeing traveller.

The Intercolonial connects at North Sydney with the elegant S. S. "Bruce" for Newfoundland, thus giving excellent communication with that ancient colony, which is becoming, with the completion of the Newfoundland Railway, a popular resort.

The Intercolonial's imperial vestibule trains, just placed in service, represent the most recent and the highest attainments in modern railway travel. The coaches composing these trains are elaborately fitted up, and with the full complement of drawing-room, dining-room and sleeping cars, are practically an elegant hotel in motion. Here one may enjoy every comfort and luxury, and at the same time be pleasantly transported through a lovely country and behold ever-changing views of its charming scenes.

JOHN M. LYONS,

General Passenger Agent,

MONCTON, N. B.

## CANADIAN PACIFIC RAILWAY.

## THE GREAT TRANSCONTINENTAL SYSTEM.

The tourist may now leave St. John's, Newfoundland, the extreme eastern point of the continent, and proceed, with but a single short break of ninety-three miles in railway travel, until he reaches the Canadian Pacific Line, which conveys him over its fine road to the extreme western boundary. Here, by boarding one of its magnificent steamships, he may pursue his journey to the Orient.

The Canadian Pacific Railway is the pioneer of a wonderful development. It has carried the standard of civilization, in defiance of great natural barriers, to the remotest confines of the continent, and has transformed the wilderness into the abodes of a prosperous people. It is in this wise that a great public enterprise becomes a most potent force in the progress of mankind in the peaceful arts.

The Canadian Pacific Railway has, within the last quarter of a century, accomplished results of large magnitude and beneficence. It has given life to a once dormant section of country and made it to teem with population and wealth. Its liberal policy in building up the country along its line has created a source of substantial, large and growing income.

E. V. SKINNER,  
General Eastern Agent,  
353 Broadway, New York.

ROBERT KERR,  
Passenger Traffic Manager,  
Montreal, Canada.

## MAINE CENTRAL RAILROAD.

The Maine Central Railroad embraces points of large manufacturing and commercial importance, as well as some of the most interesting resorts in the country. Bar Harbor and the entire Maine coast, with summer resorts on almost every projecting cape and placid bay, the famous hunting and fishing territory in the "Great Lakes" of Maine—the Rangeleys, Moosehead and Katahdin region, which form the source of its mighty rivers, the Penobscot, Kennebec and Androscoggin, and the haunts of big game found in the vast wilderness and Northern Aroostook, as well as the steep mountain sides and rugged grandeur of the White Mountains, are all included in its extensive system. Portland, the gem city of Casco Bay; Lewiston, the great cotton manufacturing city; Augusta, the beautiful capital city; Bangor, the important lumbering centre; the quaint antique City of Quebec and the imposing City of Montreal are all noted points of business and pleasure.

To the convenience for reaching all these resorts and cities the Maine Central contributes the finest train equipment in the East, having an excellent road-bed, the heaviest steel rails, the finest passenger coaches built by the Pullman Company, and through Pullman chair and sleeping cars on all trains, quick service and courteous employees. In return it is favored with a large and growing patronage.

Beyond its local business the Maine Central has most important connections.

Its Canadian and maritime relations are of the most comprehensive kind.

In case of the latter it affords communication with the remote East and its numerous interesting points, which are at the present time attracting increasing attention.

St. John, N. B., is a large and a growing city, and there are many cities in New Brunswick abounding in varied interests.

Prince Edward Island, with its famous old towns and quaint country folk, is rich in fertile fields and an abounding hospitality, making it one of the most delightful places in which to pass the Summer months; and Nova Scotia, in its Land of Evangeline, has a charm which will ever attract the Summer tourist.

All the places on which we have so briefly touched may be visited en route to Newfoundland, and afford a pleasant diversion on a trip to that far eastern country, from which it is but a day's journey to Labrador, the Land of the Midnight Sun.

F. E. BOOTHBY, G. P. A.,

Portland, Me.

## BOSTON &amp; MAINE RAILROAD.

The Boston and Maine Railroad is so intimately related to the industrial, commercial and social affairs of New England, that any new opening for business is of great import. At present it traverses Maine, New Hampshire, Vermont and Massachusetts, affording for each and all an admirable service.

The general physical condition of the line is better than at any previous period in its annals. Its road-bed, its track, its locomotives, its cars, its depots, and its grand terminal in Boston, all attest the breadth of its conceptions and the liberality with which they are executed. The system is prepared as it has never before been to aid in the advancement of the prosperity of the entire country traversed.

The Boston and Maine embraces many of the most inviting and popular resorts in the country. In these are included the coast resorts of Massachusetts, New Hampshire and Maine, the pleasant valleys of the Merrimac and the Connecticut, the beautiful lakes of New Hampshire and Vermont, and the world famous White Mountains.

The new field of activity and enjoyment to which the Boston and Maine opens the way is the Island of Newfoundland, which has during the past season attained an unwonted popularity by the completion of the trans-insular railway. Leaving Boston by the Boston and Maine, the traveler may enjoy an entire Newfoundland rail journey, broken only by a short trip of seven hours by an elegant steamship. All the coast scenery of Maine, with views of its many thriving towns, the quaint scenery of the Provinces of New Brunswick and Nova Scotia, including the Lake Bras d'Or section of Cape Breton, may be enjoyed on the route. At North Sydney, in Cape Breton, the S. S. "Bruce," a fine ship built for the service, conveys passengers to Port-aux-Basques, where a train completely equipped with buffet service and sleeping coaches is waiting to carry the tourist to St. John's, the chief city of the island. The journey affords views of rare scenic beauty, embracing sea views, lakes, forests and mountains. The variety of charming natural aspects lends peculiar interest to the trip, and affords a new and a delightful experience.

When the attractions of this interesting island shall be known, it will become a popular resort for those seeking the rare and the beautiful in nature.

Full particulars will be furnished of Newfoundland and of the manifold attractions of the Boston and Maine line on application to

D. J. FLANDERS,

General Passenger Agent, Boston, Mass.

## NEW YORK, NEW HAVEN &amp; HARTFORD RAILROAD.

An interesting country has just been opened to the outside world by the completion of the Newfoundland Trans-Insular Railway. This great work has, by persistent enterprise and by a large expenditure of capital, been successfully accomplished. Its beneficial effect upon the fortunes of the colony are beyond computation, while its bearing on the world at large is weighty and far-reaching. In connection with existing railway systems it forms a through line to New York, which is of the utmost importance.

The New York, New Haven and Hartford system, with its direct land routes and its fine steamboat lines, is a leading factor in this great chain. This system reaches all the chief points in Connecticut and Massachusetts. It is a model line in respect to its efficiency, and offers the most varied, pleasant and expeditious routes of travel. It embraces a territory which, for the variety and magnitude of its industrial operations, the density, wealth and intelligence of its population, is unsurpassed elsewhere in the country.

Full particulars will be furnished by George L. Connor, Passenger Traffic Manager, New Haven, Conn.

## GRAND TRUNK RAILWAY.

The Grand Trunk Railway System is known throughout the world as the Great International Tourist Route of America and the leading commercial highway between the Atlantic Ocean and the Great Lakes. The total mileage of this extensive system is 4,186 miles running through the most prosperous and thickly populated parts of Canada, and traversing the States of Maine, New Hampshire, Vermont, Michigan, Indiana and Illinois. Chicago is its Western terminus where connection is made for all points in the Western and Northwestern States and the Pacific Coast. Its extreme Eastern terminus is Portland, Maine, from whence its trains run through the heart of the White Mountains. Other points reached on its main line are Montreal, Cornwall, Prescott, Brockville, Kingston, Belleville, Toronto, Hamilton, Niagara Falls, London, Port Huron, etc. Montreal is the connecting point for passengers and tourists from Newfoundland and the maritime provinces.

The trains run by the Grand Trunk are models of elegance, the interior fittings of the coaches and sleeping cars being of luxurious finish and are furnished throughout with a view to comfort and ease for the traveler. All trains are equipped with the latest appliances for safety and speed. The only double track line in Canada.



S.S. "La Grande Duchesse."

### THE PLANT LINE.

The Plant System's line to the maritime provinces and to Newfoundland has placed in service the present season the magnificent S. S. "La Grande Duchesse," which has broken the record between Boston and Halifax, having made the passage in 21 hours, the shortest previous time being made by the S. S. "Olivette," of the same line, in 23 hours and 20 minutes.

Tourists by this line may land at Halifax or may go through to Charlottetown, which is the final landing of the line, or they may stop off at Hawkesbury, Cape Breton, and visit the beautiful Bras d'Or lakes. Newfoundland tourists also land at Hawkesbury pass through the lake region of Cape Breton to North Sydney, whence by the elegant S. S. "Bruce," they come to Port-aux-Basques, and take the train for St. John's, the capital city. This route is over a country rich in scenic attractions and is noted as the sportsman's resort.

Or, if preferred, they may stop at Halifax and take a boat there direct for St. John's, Newfoundland.

The S. S. "Florida" has been placed in commission on a new line between Cape Breton and Sydney, leaving Boston every Friday, and returning, leaves Sydney every Tuesday.

M. F. PLANT, President,  
New York.

H. L. CHIPMAN, Manager,  
Halifax, N. S.

J. A. FLANDERS,  
New England Agent,  
290 Washington St., Boston, Mass.

E. H. DOWNING, AGENT,  
20 Atlantic Ave. (Lewis Wharf),  
Boston, Mass.

### THE RED CROSS LINE.

The growing interest in Newfoundland gives fresh importance to the fine service of the Red Cross Line. From present indications, the resources of all lines to this ancient and most interesting colony will have all they can do to meet the demands of freight and passenger transportation during the coming seasons.

The discovery of minerals and the working of mines, the manufacture of wood-pulp and lumber, and the delightful Summer climate are destined to stimulate an unprecedented movement of passenger and freight traffic. In evidence of this statement it is only necessary to state that those who visited the island past seasons and experienced the comforts of its climate and beheld the manifold charms of its scenery, are enthusiastic in its praise, and will not only return, but will invite their friends and acquaintances to go with them.

To the Newfoundland tourist the Red Cross Line requires no praise. It is well and most favorably known. Their fine ships make stated trips, touching both going and coming, at Halifax, and whoever shall embark will be sure of excellent fare and service and all the health-giving influences which a short and a pleasant sea voyage can give.

The New York agents are Bowring & Archibald, 19 State street, from whom full particulars can be had.



## MONTREAL, THE ST. LAWRENCE, ST. JOHN'S.

The Black Diamond Line running between Montreal and St. John's, has a fleet of fine steamships, giving weekly departures and arrivals at each port. Calls are made at Quebec, Charlottetown and North Sydney. The route by this line is specially attractive, affording a diversity of interesting scenes which have proved a source of great pleasure to all who have enjoyed it.

The sail on the St. Lawrence and through the Gulf, the views of historic places and of the coast and bays of Newfoundland, of the beautiful harbor and city of St. John's, afford a variety of striking and pleasing contrasts, rarely enjoyed by tourists elsewhere.

A tour highly commended to tourists coming to St. John's by railway, is to take this line to Montreal, thus embracing the varied scenes described, and ending with the sail up the magnificent St. Lawrence.

KINGMAN & CO., Agents,

Montreal.

HARVEY & CO., Agents.

St. John's.

FOR TICKETS AND TOURS  
TO  
NEWFOUNDLAND

Call at any of Our Offices.

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston ; 25 Union Square  
(West), New York ; 1005 Chestnut Street, Mutual Life Insurance  
Building, Philadelphia.



*The*  
**CONTINENTAL  
LIMITED**  
NEW FAST TRAIN BETWEEN THE  
EAST AND WEST  
VIA **WEST SHORE R.R.**  
MAGNIFICENT  
THROUGH-TRAIN  
DINING CARS.



Hon. G. Knowling, who has contributed so largely to the mercantile progress of St. John's for many years, has completely appointed buildings on Water Street, where he carries a varied stock of all requisites for general use, well assorted and arranged for the wholesale and retail trade. This stock is adapted to the special trade of the island, as well as to that of tourists and sportsmen. He makes a special feature of millinery and dress-making. He has extensive wharves well ordered for convenience in receiving and shipping goods.

In addition to his large store on Water Street, which comprises three separate entrances, he has still another spacious store further up the street, as well as stores in Carbonear and Black River, Placentia Bay, and in Channel.

The system with which his large business is conducted illustrates the advantage of method, both as a factor of economy and as a means of success. The most approved ideas and methods of large metropolitan houses have been adopted.

The *People*, an interesting publication, issued under the direction of this house, contains much valuable information conveyed in compact and attractive form.

The Summer residence of Mr. Knowling, located on the beautiful Waterford Bridge Road, three and a half miles out from the city, with its surrounding grounds, illustrates the possibilities of this favored land. Rare trees and shrubbery adorn the grounds and embower the residence, which is of modern and attractive architecture. The exuberance of the vegetation is proof of the productivity of the soil, and shows that genial suns and kindly skies will bring forth the finest fruits of the earth.

## CROWN LANDS

FOR

AGRICULTURE, HORTICULTURE AND STOCK RAISING.

The lakes and water-courses of the colony abound in good lands for farming, fruit and stock raising, and are offered under conditions to stimulate these occupations. Upon payment of a fee of ten dollars, a person being sole head of a family, or any male not less than eighteen years of age, may obtain a location ticket for 160 acres of such unappropriated Crown lands as shall be set apart for homestead purposes, conditioned upon reasonable, specified improvements. At the expiration of three years, the holder of said ticket, having complied with conditions, is entitled to a grant of said 160 acres of land.

An act of February 11, 1898, offers \$20 per acre, as a premium for clearing agricultural lands.

For further information, apply to

MINISTER AGRICULTURE AND MINES,

ST. JOHN'S, NEWFOUNDLAND.

## CROWN LANDS

FOR

## LUMBER AND PULP-WOOD MANUFACTURE.

The excellence and abundance of timber and its location on the railway and on lakes and streams, is such, as to render it readily available. This insures extensive operations in lumbering and in the manufacture of wood-pulp. The requirements in these lines are vast and constantly growing, and new fields are eagerly sought. This colony, and the Crown lands offered, are specially desirable in all respects. Cheap labor, vast water-power, and water transportation, all present great inducement to capital. Lands for the purposes specified are offered at figures so nearly nominal as to invite investigation and investment.

For further information, apply to

MINISTER AGRICULTURE AND MINES,

ST. JOHN'S, NEWFOUNDLAND.

## CROWN LANDS

FOR

MINING COAL, IRON, COPPER AND OTHER MINERALS, ETC.

The terms on which mining lands may be obtained are favorable to the development of mining interests. A mining lease may be secured of the Government for the mines and minerals contained in prescribed limits of unoccupied surface land, under conditions which are so reasonable, as to encourage this industry. The good results which have already been achieved in this line, in copper, iron, etc., afford ample proof that mining can be conducted with sure returns and large profits. The discoveries of minerals are of such frequent occurrence as to give assurance of large scope for mining industries.

For further information, apply to

MINISTER AGRICULTURE AND MINES,

ST. JOHN'S, NEWFOUNDLAND.

## COMMERCE, MERCHANDISE, INSURANCE.

The name of Bowring Brothers has been long identified with the commercial interests of St. John's. Their immense business gives employment to thousands of men. In addition to four sealing steamers they have seven foreign going vessels, and have a direct and an indirect interest in one hundred and thirty schooners in their fishing and coastal trade. They are the largest exporters of codfish in the business. Their transactions embrace the chief sea products, and their sales cover nearly all articles required in the economy of life. Their insurance branch includes agencies for the Lloyds, the National Marine Board of Underwriters, New York, and the Liverpool, London and Globe Fire and Life Insurance Co. of Liverpool. A business of this magnitude involves vast facilities and these are shown in the large docks, buildings and other material resources of the house, which represents the labors of four generations. It has houses in New York, Cardiff, Liverpool and London.



Bishop & Monroe are successors of a long established house, which was one of the most prominent engaged in handling fish and other products of the island. The dealings of this house involve heavy transactions in all kinds of supplies required to maintain the fisheries. They own six foreign going vessels, which are in constant service in shipping fish and bringing supplies, and own in part or entire more than one hundred schooners engaged in the Labrador banks, and coastal fisheries. Upon their several wharves they give employment to 150 laborers and have in their service a force of sixty clerks in their various departments.

Messrs. Bishop & Monroe control the products of several large saw mills, handling last year 5,000,000 feet of lumber. They also represent an insurance company, as well as large manufacturing establishments.

The uniform method which pervades this large business ensures expedition and consequent success.





The commercial importance of St. John's will be understood when it is stated that it commands the trade of the island as well as that of Labrador. It is thus that a large wholesale house like that of

## AYRE & SONS,

which has for so many years been a leading factor in the trade of the island, has business relations with the outports in all directions. The present store, which stands on the spot of that destroyed by the great fire of 1892, is in all respects suited to modern requirements. Ample space is set apart for the various departments. By this means business is readily transacted without confusion or loss of time. Familiar with the needs of purchasers from long practical knowledge, an ample and well-assorted stock may at all times be found at such reasonable prices as to command the favor of the wholesale and the retail patron. It is in this wise that the business of this house has been in keeping with advancing demands, both as to volume and quality.

## BANK OF MONTREAL.

The Bank of Montreal, with a capital of \$12,000,000, was incorporated by act of Parliament in 1817, and has the prestige of great age and long and successful experience. Established in the early years of the century few financial institutions on this continent ante-date it, while it has no equal in capital. To have survived and prospered so long is proof of wise financial administration. Its ample capital, fortified by its large reserve of \$7,000,000, and by nearly \$427,180.80 undivided profits, afford that sound basis of security which is the chief point to be considered by all having to deal with banks.

Its comprehensive scope has made its name familiar in the chief financial centres of the world, in many of which it has branches. In this wise it aims to meet the largest demands of commerce, in whose advancement it is a potent factor. Its methods are such as foster legitimate enterprise. Without being illiberal, it is considerate and conservative within the bounds of security.

The home of the Bank of Montreal, in the city of Montreal, is a massive granite edifice with stately columns, the entire building impressing one with a sense of the stability of the institution which abides within its solid walls. It is a type of architecture which embodies in its structure that proof of security and endurance which requires no explanation of its purpose. Its annals are a history of financial success covering almost three generations of men and more than three-quarters of a century of time.

The Newfoundland branch at St. John's was established at a juncture of great financial stress. Confidence was soon restored and the finances of the colony have since rested on a solid basis. As a result, business has flourished and trade and commerce have attained unprecedented volume and prosperity.

The policy of the directorate in confiding the management of its affairs, at the head office and branches, to tried men of discretion, probity and honor, explains the long and uniform success of the institution, a fact which fitly applies to the choice of Mr. F. J. Hunter, for a post of so large and growing importance as St. John's.

## COLONIAL CORDAGE COMPANY, LIMITED.

The Samson brand of lines has become familiar to all Newfoundlanders. The excellence of this brand fully justifies its name. The very best quality of hemp is used and the methods of manufacture are such as to insure the utmost strength. It is thus that the fishermen who uses it has a line upon which he can place the fullest reliance.

The rope works of the Colonial Cordage Company of St. John's have a most desirable location on ample grounds. The buildings are admirably fitted for the purpose, having been carefully planned and substantially constructed. The machinery and entire equipment are of the best, and enable the workmen, who are highly skilled, to turn out a large and a reliable product.

The Samson lines and the Gold Medal brand of twines are the product of carefully selected hemp and cotton and are all standard and special sizes. The methods of manufacture which prevail at these works are of the latest and most approved description, and, as a result, the various brands are sure to give satisfaction to the dealer and purchaser.

As a local industry the Colonial Cordage Company has established a good name. It deals with an article in general and large requirement, and has given conclusive proof that twines can be made in this colony equal, and, in many cases, superior to the imported article. It is thus that a home industry is giving employment to home people, and, while keeping the money, which would otherwise go out of the country, at home, it gives support to a large number of people and their families.

## COMMERCE, SHIPPING, ETC.

## MESSRS. J. &amp; W. PITTS

are extensively engaged in the mercantile affairs of St. John's. They are interested in many local enterprises and conduct a large business. As auctioneers and commission merchants their transactions are varied and of great magnitude. Their sales of stock and produce are of frequent occurrence and are conducted in a manner to benefit seller and buyer, a condition which is sure to increase trade, as it retains old and brings new patrons.

Ample and convenient wharves for receiving and shipping all kinds of stock, and produce and merchandise in general, extend along the water-front and greatly facilitate business. These stores and docks are in the centre of the city. They have at the eastern end of the city, near the entrance to the harbor, another premises where their steamship business is conducted. On this property is located their extensive tobacco factory. Both these stores and docks are ample for the accommodation of a large and increasing business.

Messrs. Pitts are agents for the Furness line of steamers between Liverpool and St. John's and Halifax, affording a fortnightly service in each direction. The ships of this line, the *Ulinda*, *Damara*, are staunch and sea-worthy and the line is well equipped in all respects for passenger service. It has established a good business and has a high standing with the public. For its better accommodation, suitable wharves and storehouses have been erected and lighted by a special system of electric lighting.

## HOME MANUFACTURES.

## LUMBER, BRUSHES AND MATCHES.

**The Horwood Lumber Company** have extensive grounds for storing lumber, and mills for milling it into requisite forms for use by contractors, carpenters and others. Their yard is located on Springdale Street just off Water. The lumber is received by vessel and cars from mills in the country, and is piled in a manner to facilitate drying and handling. They have a large stock of all native woods, such as spruce, pine, fir, birch, etc., and carry a stock of various other kinds from foreign markets. Their machinery for milling lumber is of modern design and is highly adapted to the purpose. They will fill any specification either for boarding, inside finish, molding, etc. A mill of this description is a great public convenience and its value has been recognized by a liberal patronage as the establishment is running on full time with a full complement of hands.

**The Blue Tip Match** is the name of the new match which the Horwood Lumber Company is manufacturing and introducing successfully. They have been in the business but a short time, but so favorably has it developed that they are prepared to supply a large demand. It is made by special machinery of high adaptation, run by skilled artisans. A well appointed kiln for drying, as well as all the other incidents of an establishment of this description, are at hand. The completing of the match involves several processes, all of which are performed in the most expeditious and economical manner, as it must be remembered that the cost of production is a prime essential. Brushes have been added to the lines of articles made by this concern. The raw materials are at hand, and apt artisans are readily found to do the work, while the needs of the colony insure a constant and a growing demand. As a local industry, the results thus far attained are most assuring and give promise of a large output.

## MERCHANDISE, BICYCLES, SPORTING OUTFITS, CHROME AND HEMATITE IRON.

The development of mining in Newfoundland is a new departure and one which is destined to give great diversity of pursuit and substantial wealth. In many cases these mines are located on the coast and are thus readily accessible. Mr. Sidney Woods, of St. John's, has several iron mines contiguous, in some instances, to those now being successfully worked. He has made such tests as give clear evidence of excellence. He recently disposed of a chrome iron mine, and those he now holds contain hematite of such analysis as to give it rank with the Lake Superior product. To afford ample opportunity to investigators he will exhibit specimens of these ores with all data respecting the same.

Mr. Woods conducts a large wholesale and retail business, one branch of which is devoted to sporting outfits of American and English manufacture, embracing cartridges, fishing tackle, etc., etc. He is also an extensive dealer in bicycles.

## THE DRY DOCK.

Messrs. James Angel & Co., are practical engineers, boiler-makers and shipbuilders, three occupations of the greatest importance in a large seaport like St. John's. Their location at the great dry dock and their spacious machine shops, equipped with the most suitable and ample machinery for carrying on the work, enable them to undertake the largest contracts and to execute them with dispatch. Mr. Angel has been a resident in St. John's for a lifetime, and his experience is of the most practical kind. He is thus able to adapt his efforts to the requirements of the business. As dispatch and promptitude are of the utmost importance in a business of this nature, it is in point to state that the advantages of this company enable them to turn out the largest jobs with the greatest expedition consistent with due execution of the work. This requires powerful machinery and skilled artisans, all of which are at hand. These forces are brought into action, and working day and night, they bring about the greatest results, and execute their work in the shortest possible time. In this wise the works are contributing to the efficiency of commerce and are thus its primary factors.

Mr. A. D. Brown, of this firm, is from the Clyde, famous for its shipbuilding, and where so many of our fine ships have been built. He contributes his ideas and methods which are of the greatest value in the business. He superintended the building of the S. S. "Bruce," a fact which affords ample guarantee of his genius, to all who know the capabilities of this noble steamship.

## FURNITURE, GENERAL HOUSE FURNISHINGS.

The most extensive furniture establishment in St. John's is that of Messrs. Calahan, Glass & Co., whose factories and ware-rooms are of large size and well supplied with all kinds of furniture. Their resources are ample and their methods of conducting trade in this line are good. They carry a stock of everything included in this line of "general house furnishings," supplying the demand from their own and foreign factories. Their location on Duckworth Street, is eligible and their arrangements and stock are such as insure execution of small or large orders with promptitude. They will furnish estimates for private dwellings, hotels, etc.





Mark Chaplin has been a life long resident of St. John's and has for the past twenty years conducted the trade of tailor. During this period he has watched the various vicissitudes of the colony, and has steadily advanced his business. His location is most eligible and his store is well arranged and supplied with the best selections from the leading markets. He is thus prepared to turn out garments of all grades and at prices to meet the requirements of all purchasers. Visitors and residents will find his goods reliable and his business methods honorable. "Chaplin is King of Tailors."

## GRANITE.

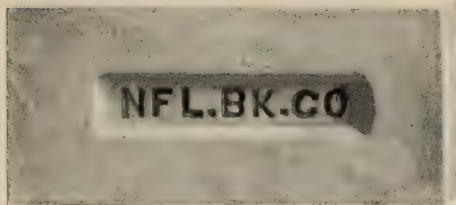
A fine granite quarry is located at Petites, some twenty miles east of Port-aux-Basques, comprising about one square mile and owned by W. J. Ellis, of St. John's. This quarry has three different varieties of granite, one of which has a strong resemblance to the famous Aberdeen granite. It takes a fine polish and is readily worked. Another very closely resembles the Quincy granite, of which so many buildings in the large cities are built, and still another is a beautiful combination of tints. This also takes a fine polish. All these granites are not only noted for beauty, but also for their durable properties so essential in building stone. They stand the hardest tests and resist disintegration from the action of climate or other causes.

Apart from this they are admirably adapted for building, paving and other purposes. Owing to their peculiar formation they can be quarried in thicknesses from three inches to three feet and from one to ten feet in width, and up to sixteen feet in length. Nearly all these sizes can be taken out in parallel thicknesses and widths.

Mr. Ellis has made a thorough investigation of the southwest coast of Newfoundland for two hundred miles, and is competent authority on the subject.

Its availability for water transportation is one of its chief advantages. The quarry is immediately on the coast, where vessels drawing any depth of water may anchor. The harbor is safe and thus affords the best possible means of shipment. Mr. Ellis has in the museum at St. John's some beautiful specimens of this granite, which have attracted wide attention. At his office in the Commercial Chambers he has others, which he will be pleased to exhibit to parties wishing to know more of this subject.

Mr. Ellis is a contractor and builder, who has during his life resided in St. John's, and is practically interested in the development of the colony and its manifold resources. He is at present engaged in various local improvements in which he is giving employment to many artisans. He will be pleased to make estimates and afford any facilities to parties intending to erect buildings of any kind.



Messrs. E. H. & G. Davey are largely engaged in undertaking contracts for building all kinds of houses, stores, blocks, etc. They have great advantages and long experience in all branches of the trade. They are also manufacturers of brick which are of approved quality. They have thus demonstrated by practical tests of clay sand and general conditions that brick of good quality can be made in the colony with great economy. Those now being laid by them in many important buildings afford ample evidence that the industry can be profitably conducted here. The size of the brick of their manufacture is such as to render it economical for building purposes.

## ST. JOHN'S COMMERCE.

The commerce of St. John's is a most interesting feature, and is on one hand confined almost entirely to sea products, while on the other it supplies the subsistence of those who follow the sea. Mr. C. W. H. Tessier, whose family has for generations been engaged in Newfoundland trade, is conducting a large business in this line, having ample and well arranged stores and wharves fitted up for the purpose. He does an extensive trade in all markets where fish and lobsters are used, and has such facilities in all respects as enable him to carry it on with economy.

Mr. Tessier does an extensive Brazil trade, where his brand has a high standing. His fish are conveniently packed for transportation to port and for packing over the mountains on mules. Included in his export are pickled salmon and herring, in barrels, etc. He also handles cod and cod liver oil.

## IRON MINE.

Near Bay de Verde, where a large English syndicate has been operating, are some valuable iron properties of exactly the same indications, in the hands of Mr. Tessier. These properties have the best possible situation, as they are immediately on the water and afford unsurpassed possibilities, both as to cheapness of mining and shipment. This ore is of such analysis as to insure its large and early development. Mr. Tessier will be pleased to show specimens to parties wishing to investigate.



The long established house of Paterson, Downing & Co., of New York, are extensive dealers in naval stores. They have branches in the chief producing sections for obtaining these goods. Their facilities are unsurpassed, thus enabling them to supply the market in all parts of the world. They have houses in St. John, N. B., and in St. John's, N. F., where they carry at all times heavy stocks and are thus prepared to respond to the largest orders with promptitude. They are also able to quote the lowest figures.

They also do a large business at their St. John's house in produce of all kinds, receiving shipments from the best markets. As they make heavy purchases, they can quote favorable figures to wholesalers and to the large trade generally. They are sole agents in Newfoundland for the Welcome Soap Co., of St. John, N. B., and for the Carritte-Paterson Manufacturing Company, who manufacture roofing felt, pitch, etc., in Halifax, N. S., all of which goods they can supply at short notice.

## MINERAL INTERESTS.

The results which have already attended the development of mining is an earnest of far greater possibilities. The accessibility of these minerals to transportation is a great factor in their favor, while their richness is still more significant. Of their abundance there can be little question since this point has been demonstrated by actual results.

At Sunday Cove Island, Notre Dame Bay, and Rabbit's Arm on the main land, Capt. Philip Cleary has deposits, one of which is now being worked with marked results. This is being done by the Tharsis Copper Company, of Glasgow. The Tilt Cove Copper Mine, thirty miles distant, now being worked, gave an output last year of 70,000 tons at a handsome profit. This shows the favorable conditions under which mining can be carried on. The Tilt Cove Mine also yields gold in paying quantities. At Lady Pond, near Little Bay, the Newfoundland Copper Company have another mine which, with others, make an aggregate of five mines owned by them. The Lady Pond deposits are very rich.

On the west coast at Port-aux-Port Bay, Mr. Cleary has chromite iron and asbestos mines, occupying an area of twenty square miles. At Georges' Bay he has gypsum. Of the latter there are three square miles, located two miles from the sea. Two miles further south he has coal areas of twelve square miles. The coal measures in these mines indicate good thickness by the geological survey. In marbles he has an extensive quarry on the Humber, which is of cream white and variegated tints, pronounced by experts, unsurpassed by any in Europe or America. These marbles take a high polish and are of all colors and tints from white to black.



McDougal's Cod Liver Oil is the perfection of purity. It is manufactured by an entirely new process, and has all the best properties of this most useful article. The method of preparation is by freezing, which insures a degree of excellence not hitherto attained. This process removes, as far as possible, the disagreeable taste and odor incident to other preparations of this kind, and renders it one of the best articles for popular use extant. It is perfectly clear and shows a purity which cannot be surpassed by any other method.

McDougal's Fish Meal is a new and an excellent article just patented by E. B. McDougal, of St. John's, N. F. It is strictly pure codfish, so treated that it is in readiness for use without the least inconvenience to the housekeeper. It is void of bone and of all other properties not suitable for use. For fish-cakes, boiled fish or for any other purpose it is one of the most convenient, the most economical and the best articles yet introduced. It has met with great favor and has attained a high popularity with all who have used it. These preparations are manufactured and for sale by E. B. McDougal, St. John's N. F.

Mr. McDougal is sole agent for Fairbanks Canning Co. and Wilson Morris & Co. of Newfoundland. He carries a complete line of their goods and has been fortunate in their introduction. The fame of these brands is so great that the demand is large and increasing.



The three stores of W. E. Bearn's are so located in respect to the trade of the city as to promote the convenience of the public. He has at all these points built up a good business and has thus contributed to the trade of the city. One of these stores is on the Cookstown Road, another at the Long Bridge, and still another at Haymarket Square. The latter is a double store. These are all supplied with reliable goods purchased in the best markets, thus ensuring their sale at the lowest price. Mr. Bearn's is a native of the colony and is thus identified with its interests.



## IRON, GYPSUM, COPPER.

The discovery of iron of high grade, in large deposits in the colony is a fact of vast moment. That it does exist and that the conditions of its existence are most favorable to its economic utilization, is proved by the fact that it is now being mined and smelted, and that during the past year a large company has been organized with ample capital and is at work mining the ore with an ample force of men and suitable machinery. Mr. R. L. Sleater, of St. John's, has devoted much time to mineral researches, and has discovered several valuable deposits covering a large area. His first claim dates back but two years, and so rich has it proved that the large company referred to has worked it. Mr. Sleater has other valuable properties which have shown an analysis of 60 per cent. It is stated on high expert authority that the ore is equal to the celebrated Lake Superior ore. It is safe to state that it bears comparison with any ore yet extracted from the earth in large quantities. Mr. Sleater will exhibit specimens of ore from his mines to those interested in this subject which is now attracting large attention.

In addition to iron ore Mr. Sleater has iron pyrites, galena, mica, gypsum, and copper properties. These have all been investigated and develop great excellence and magnitude. All are readily available and are in condition for immediate development.

Mr. Sleater has for many years carried on the jewelry trade, and has a stock comprising the various articles usually carried by jewelers. Repairing is an important branch of his business, in which he employs competent artisans. He is located at 421 Water Street.



The Newfoundland Boot and Shoe Manufacturing Company of St. John's, limited, has an ample factory well equipped with approved labor-saving machinery for the manufacture of boots and shoes for men, women and children. Their facilities are so labor-saving and so complete as to insure a large production under economic conditions. Their help is experienced and efficient, their stock is procured at such figures and the general methods adopted are such as to render the industry of benefit to producer, the trade and the public. A good, substantial shoe can be made in competition with outside markets, and the stock is used up in the colony, and the money paid for labor is kept at home.

## HOME MANUFACTURERS' CASTINGS, ETC.

The Consolidated Foundry is the only foundry in St. John's and is well equipped for conducting a large business. It is of ample size and has all the appliances to meet the demands of the colony. Stoves and heaters, and, in fact, all the various articles in the line of castings for domestic use are turned out and are of such durable quality as to ensure long and satisfactory service. All requirements for steamships, schooners and for general repairs, and manufacturers of the colony can be supplied here at short notice and at moderate prices. The business of this foundry is a substantial one and its products are of such quality as to meet the needs of a colony which is so self-contained as is Newfoundland. This industry bears evidence of good management, and as a result, of large and growing success.

An important line of this foundry is furnishing school desks, garden seats, and seats for various other purposes, as well as ornamental fences.

Cable address, "Rennie."

Bakery First Established, 1832.



**RENNIE BAKING COMPANY,**  
MANUFACTURERS OF

**Ships' Biscuits, Fancy Biscuits, Etc.**

**Wholesale Provisions.**

BAKERY AND STORES: RENNIE'S MILL ROAD.

OFFICE AND STORES: EXCHANGE BUILDINGS.

**St. John's, Newfoundland.**



Two Young Newfoundlanders.

James Vey, photographer, has a well appointed studio in the Gazette building, where he executes every branch of photographic work, including finishing in crayon, bromide, water color, oil, etc. He also carries a full line of photographic materials, etc. It will be of especial interest to tourists and amateurs to know that they can have negatives developed, printed and mounted in the most expeditious manner and at the lowest figure.

A branch of Mr. Vey's business is framing pictures of all kinds, for which he has a large stock of mouldings selected specially for the purpose. This department will have due attention and framing will be promptly done and at very reasonable prices.

## PHOTOGRAPHS.

Parsons, the photographer, has an extensive line of local views. These are of very interesting subjects and are valuable as illustrating industries and scenery of the colony. Cod and seal fishing, harbor and city views, and a large variety of views in various sections of the island are included in his catalogue. These photos are in convenient form for mailing, and will be sent to parties in the States and elsewhere by mail, or otherwise, as ordered.

## IRON MINES.

Mr. Parsons has, during his long residence in Newfoundland, traversed the island extensively and is familiar with its resources. He has great confidence in its mineral wealth and has, with Mr. R. L. Sleater, located valuable claims, some of which are now being worked with success. This is true of iron, which is of superior quality, ranking with the best ores mined in the Lake Superior district. He holds several interests which have given evidence of great value, and will exhibit specimens to parties interested.

## ANGLO-AMERICAN TELEGRAPH COMPANY.

The Anglo-American Telegraph Company was chartered April 15, 1854, under the laws of Newfoundland. This act included the exclusive right of building a line in and landing on the island for fifty years, to Peter Cooper, Moses Taylor, C. W. Field, M. O. Roberts, Chandler White and Frederick N. Gisborne. A. M. McKay has been connected with the line since 1856, during which time he has watched all its vicissitudes as local manager, and is to-day in active life and is devoting his entire time to its interests. The land line, which embraces some 1,000 miles, connects all important points in Newfoundland.

The service of the Anglo-American Line is admirable and its benefits far-reaching, the entire civilized globe participating in them. It was the pioneer line, vastly stimulating the building of other cables which have profited by the progressive methods of the parent line.

The magnitude of the Anglo-American Telegraph Company will be appreciated when it is stated that it embraces 10,000 miles of cables, and is practically the leading cable company of the world with a capital of \$35,000,000.



CURRENT LITERATURE, STANDARD BOOKS,  
PERIODICALS, STATIONERY.

S. E. Garland, bookseller, No. 177 Water Street, has a varied and large stock of books and stationery well adapted to the requirements of purchasers. Current literature and standard books of all kinds are comprised. His stationery department embraces a comprehensive line and is well suited to the demand. He has recently opened a reading-room and established a circulating library in convenient rooms over his store, where residents and others may, for a moderate sum, avail themselves of a selection of excellent books. This is an admirable enterprise which is sure of appreciation and patronage.



Bowden & Company execute job printing in a spacious and well-arranged office on Duckworth Street. They do all kinds of printing, including commercial work, books, etc. They have type and presses of such adaptation as to insure, in the hands of skilled workmen, the most satisfactory execution. They will furnish estimates for anything in their line, which will be at the lowest quotations consistent with good work.





Dicks & Company, of St. John's, is the oldest and the only firm of book-binders in Newfoundland. The concern dates back more than half a century. The business includes not only book-binding in all its branches, but also a comprehensive line of miscellaneous and standard books, together with blank books and stationery of all kinds. They have all the conveniences of conducting these several branches and are prepared to quote acceptable figures. They also manufacture picture frames and have a large stock of mouldings from which selections may be made. They occupy an entire building, eligibly located on Water Street.

# Do you own a Piano?

If so, this  
advertisement  
will interest  
you.

It describes the

## ANGELUS ORCHESTRAL.

(Played like the Symphony.)

A new and wonderful invention that instantly converts any piano into a self-playing instrument. In every house where there is a piano the ANGELUS ORCHESTRAL is needed. It is

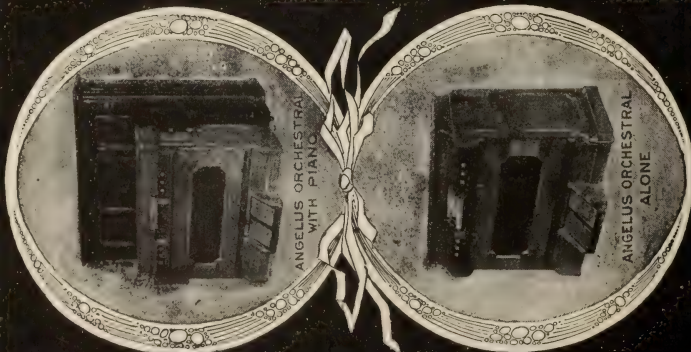
**The Master-key that unlocks  
the gates of Melody for all!**

No musical talent on the part of the performer is required. A child that has never before seen a piano can, with the aid of the ANGELUS ORCHESTRAL, render the most difficult compositions in a manner possible to only the most gifted and distinguished of pianists. Contains (in addition to the piano-playing mechanism) two full sets of organ reeds, which may be played separately or in company with the piano.

The above is a very brief and incomplete account of the ANGELUS ORCHESTRAL. Send your name and address on a postal card and we will gladly mail photos and full description. Whether you intend to purchase or not, you will be interested in learning more about this musical marvel of the century.

**THE WILCOX & WHITE CO., MERIDEN, CONN.**

SALESROOMS: 146 FIFTH AVE., NEW YORK.



## THE SYMPHONY.


The Symphony, which has attained so high and wide a fame since its introduction by the Wilcox & White Company, of Meriden, Conn., is still a favorite wherever its wonderful musical capabilities are known. Its self-playing feature, by which all lovers of melody are enabled to enjoy its ennobling influences, is a benefaction, the full value of which it is impossible to compute. As progress has ever been the watchword of this Company, the Symphony has been exalted to still higher utility.

The invaluable self-playing invention has been adapted to another and a wider use. It has been applied to the playing of the piano. By its use any piano and any tune may be played with all the variations incident to the highest and the most perfect musical expression. This simple but wonderful invention invests the piano with new interest and a vastly more comprehensive adaptation.

Henceforward the owner of a piano may not only play it in the ordinary manner, but by the simple attachment of the Angelus, the name by which this invention is known, any one without the slightest knowledge of music may discourse the sweetest melody. The Angelus manipulates the keys with a fidelity which it is impossible for human fingers to equal, and as a result there are no discords, but the perfection of harmony is produced.


As a result of the popularity of the Symphony and the Angelus the Wilcox & White Company are running their large factory almost exclusively on these instruments, which are producing a revolution in musical methods.

The Wilcox & White Symphony Organ has been successfully built and introduced by this house, who for years have been manufacturing the Wilcox & White organ, an instrument which holds front rank with the public and the trade. The sole agents for the Symphony, in Newfoundland, are Messrs. Ayre & Sons, of St. John's, who will give full particulars and will be pleased to show the instrument to those who are interested and will call on them at their store, 231, 233, 235 Water Street, St. John's.



**WEBSTER'S  
INTERNATIONAL  
DICTIONARY**

# WEBSTER'S



**Hon. D. J. Brewer, Justice of U. S. Supreme Court,** says: "I commend it to all as the one great standard authority."

**It excels** in the ease with which the eye finds the word sought; in accuracy of definition; in effective methods of indicating pronunciation; in terse and comprehensive statements of facts and in practical use as a working dictionary.

*Specimen pages, etc., sent on application.*

**G. & C. Merriam Co., Publishers, Springfield, Mass., U. S. A.**

## INTERNATIONAL DICTIONARY

Webster's International Dictionary is an evolution, and as it relates to so weighty a subject, it deeply interests the world at large. Like all great achievements it is the growth of time, its first inspiration dating back to the earlier years of the present century. To epitomize its manifold invaluable features would require a volume. It traverses the vast empire of words, treating of their origin, definition, spelling, pronunciation, and of every aspect in which they are related to human requirement. In these specifications are embodied the primary and complete office of the dictionary.

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The Elegant Ticket Exchange opened by T. C. Wills, is one of the most comprehensive and convenient institutions of Atlantic City. Until this Exchange was opened there was no place where the business was conducted in a systematic manner, and the event is a measure of the greatest interest and importance to the traveling public.

Long practically familiar with the passenger business in all parts of the country, Mr. Wills is prepared to give to all applicants just the information desired. He can ticket to all points, near and remote, and is thus enabled to facilitate travel in all directions. He is perfectly equipped for the office, and his Exchange is replete with books, pictures, and with everything needful for the orderly and prompt expedition of business.

## WAVERLY HOTEL.

Waverly Hotel, situated on Duckworth Street, in a convenient locality, of which E. R. Burgess is proprietor, is a well-conducted house, and commends itself to tourists and to others visiting St. John's. Electric cars pass near its doors. Its windows look off upon the city and the beautiful harbor, the narrows and the hills beyond. The docks of the various sea-going and coastal steamers are near at hand, as is also the railway station, while the churches and various interesting points of the city are within convenient distance. To visitors to this pleasant city the Waverly offers a congenial home.



CROSBIE HOTEL.

St. John's is, with every passing year, becoming more attractive to tourists and to business men. The many pleasant drives, the cathedrals, the busy streets, and, above all, the fine harbor and the beautiful hills beyond, are ever-inviting scenes to the visitor. The Crosbie Hotel, which was erected since the fire of 1892, is well appointed and liberally conducted. It is but a few steps from the electric street car line, from the docks of the coastal and foreign steamers, and from the stores and churches, and is connected with the passenger station by electric cars.

The Crosbie has recently undergone important improvements, which render it more than ever a congenial stopping place to tourists and others visiting the city. Ample conveniences are provided for commercial travelers. Rooms may be engaged by letter or telegraph, addressed to the manager,

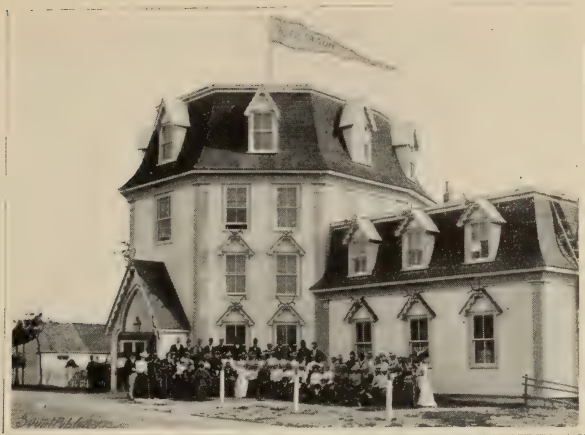
J. C. CROSBIE, St. John's, N. F.

### BRAS D'OR STEAMBOAT COMPANY, LIMITED.

The Bras d'Or lakes have made Cape Breton a classical land. They divide the island in twain and invest it with charms wonderful in variety and beauty. For generations its shores have been the chosen home of a hardy population whose quaint buildings lend beauty to the ever-changing landscape.

The Bras d'Or Steamboat Company operates a line of steamers for the accommodation of tourists and others wishing to view the beauties of scene and to visit the towns along its shores. A steamer leaves Sydney and North Sydney daily for Baddeck. Three trips a week are made from the Sydneys to Whycocomagh, and three trips are also made from the Sydneys to Mulgrave and Hawkesbury, returning on opposite days. At the latter point connection is made with the Plant Line steamer from and to Boston.





Octagon Castle, the unique house of entertainment erected by the genius and liberality of Prof. C. H. Danielle, nine miles from St. John's, is a delightful resort located at the margin of a clear and sparkling lake fed by living springs and surrounded by evergreen spruce and firs, with paths and drives in all directions. It is a spot which thousands visit and which promises to become more celebrated as its charms become known.

The interior of the Octagon presents manifold curious and beautiful features, which are so rare and exquisite in conception and in execution as to repay a visit. Nothing of the kind can be found elsewhere in museum or art gallery. The most celebrated and delicate needlework, wrought in silks of many colors, with beads and gold and all the richest materials possible, have been compassed in endless variety to appeal to the eye. No one can gaze upon these novel and ornate effects without a sense of admiration and wonder.

and whoever shall experience this rare pleasure will carry away vivid and enduring memories.

The bridal chamber is the most attractive of the several rooms. The bed quilt, which is of large size, is a marvel of skillful and elaborate workmanship. It is a combination of 19,732 pieces of satin of every conceivable shade and color, forming a whole of the richest and rarest effects.

The most remarkable feature of the Octagon's unique exhibits is the casket in which the professor intends to be buried. At the foot of a staircase on the fourth floor is a kind of a vault set in the wall. This vault is kept under lock and key, as it contains this wonderful casket, which is Egyptian in shape and is upholstered inside with no less than 7,425 small shells formed of white satin, the outside being covered with heavy black satin, elaborately embroidered in gold. The lid is a heavy full length piece of finest plate glass. Kingly form never rested in a richer casket. This, also, is the work of this strange man. Thousands of visitors to Octagon Castle have viewed it with awe and admiration.

While Octagon Castle is one of the greatest curiosities, it is at the same time a resort for parties in quest of recreation and for those who seek a quiet and charming retreat. Pleasant rooms are provided, with a liberal table, and tourists may find here a peaceful home for a brief or a prolonged stay.

The views from the Octagon are at once extensive and beautiful. A landscape for twenty miles in extent is presented to the eye, including Conception Bay, in which may, far into the Summer, be seen icebergs, and lovely lakes, meadows and forests, with all the lights and shadows by which the sun lights up this beautiful land.



Wood's Restaurant is in the City Club building, Water Street. The substantial and delicacies are served in a liberal manner. The location is central, the food and the service are good. In addition to creams, sodas and all kinds of fruits in their season, a confectionery establishment is conducted. Two branch establishments are located at convenient points in the city, and are well ordered and liberally patronized. Of these, one is on Water Street, near the post office, and the other is opposite the park on Military Road.



At 303 Water Street Mr. M. G. Lash has opened the Railway Restaurant and Hotel on the European plan, where everything is new and clean and where food of an excellent quality is served. He furnishes a *menu* which is ample in scope and excellence. His rooms are well lighted and ventilated. He offers for sale cakes, sodas, creams, fruits and canned goods and similar articles in variety in connection with his restaurant.

## THE SYDNEY HOTEL.

E. LE ROI WILLIS, PROPRIETOR.

SYDNEY, CAPE BRETON.

Sydney is destined to be a great iron manufacturing centre owing to its command of the several essential conditions for conducting the industry. As a result it must maintain a large population. The vast works now in course of construction at this early stage of their development are attracting the attention of practical men and capitalists throughout this and the old country.

Long celebrated as a tourist resort, Cape Breton has been a point of much interest. With this great industrial movement added, it assumes an importance which is destined to increase with rapid strides. The matter of hotel accommodations is a subject of large concern. The Sydney, a comparatively new house, has been taken in hand by Mr. E. Le Roi Willis, who for several years has been the successful proprietor of the Dufferin, St. John, N. B. He has made a complete change in the house and in its management and has raised The Sydney to the rank of a first-class hotel, with all the many features which this term implies. The present building has been renovated and supplied with new furniture.

To meet the unprecedented influx of visitors he has erected a handsome and a spacious addition which will give him many fine rooms, which are to have all the essential modern improvements and conveniences.

For the accommodation of commercial men a special building has been erected and so arranged that goods may be displayed in the best possible manner for both buyer and seller.

## HOTEL DUFFERIN,

ST. JOHN, N. B.

J. J. CAFFNEY, MANAGER,

E. LE ROI WILLIS, PROPRIETOR.

The Dufferin has a select situation and has leading rank as a high class hotel. It is conducted on approved modern lines, and both in respect to its fare and to its service it represents the highest standard of excellence. The Dufferin enjoys the best patronage, both local and from outside the province and has had marked success in meeting its requirements.

## HOTEL BELMONT,

NORTH SYDNEY, CAPE BRETON.

G. M. WILLIS, MANAGER.

E. LE ROI WILLIS, PROPRIETOR.

The interests of Sydney and of North Sydney are so identical as to render any improvements in the former, important to the latter. To meet the increasing demand, Hotel Belmont was erected in North Sydney and leased as above. The house has been handsomely furnished and put into modern condition. It has become a popular house with the public and is liberally patronized. Its location is central and is convenient for tourists going to and returning from Newfoundland by the S. S. "Bruce." As there are pleasant drives in the vicinity and as the town is a place of business activity it will repay the tourist to stop over and enjoy a few days in viewing local interests and visiting the flourishing city of Sydney by boat or rail and the Bras d'Or lakes.

Hotel Belmont, like Hotel Dufferin and The Sydney, is conducted strictly as an up-to-date hotel, and as such commends itself to public favor.

# THE "BALMORAL CASTLE" HOTEL,

*Accommodating 500 Guests,*

Notre Dame Street, Montreal, Canada.



## A. ARCH. WELSH, Proprietor,

Born at St. John's, Newfoundland, 2d of August, 1853, left several days later, and hence, through his brains, this large and successful hostelry.

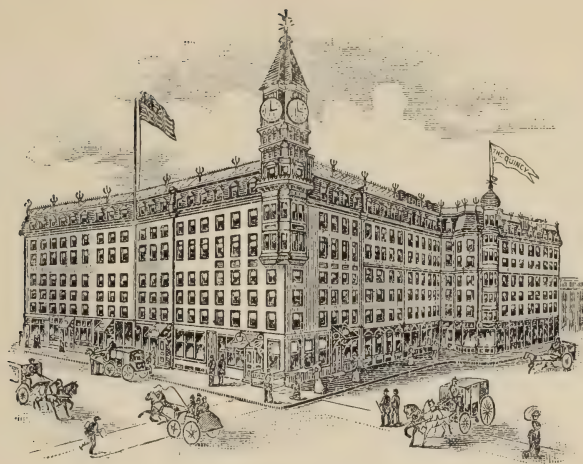
"BALMORAL CASTLE" is a large and handsome edifice, eligibly situated but a short distance from the Grand Trunk and Canadian Pacific Railway stations, and all steamer landings and in the very heart of the chief interests of the city. It is a substantial stone building, fronting the street. Its interior arrangements are well ordered for convenience and comfort. The office and various other public apartments are of ample size and are well appointed. The guests' chambers are large, well lighted and ventilated, and appropriately furnished.

"BALMORAL CASTLE" is conducted on the American and European plans, in a liberal manner and at popular rates.

American Plan,	-	-	-	-	-	\$2.00 to \$4.00 per day.
European	"	-	-	-	-	\$1.00 " "

**25 PER CENT. DISCOUNT WILL BE ALLOWED TO NEWFOUNDLANDERS.**

Free 'bus to and from all trains and boats. Should the 'bus not be able to make connection, take a hack at our expense.



Quincy House, Boston, Mass.

Battle Square is an historic spot in the City of Boston, and the Quincy House, which has for generations been the chief landmark of the locality, still perpetuates the memory of the place. It would hardly be possible to choose a more appropriate name than Quincy for a hotel in Boston or to select a better site upon which to build it. It is to the credit of both name and place that the Quincy has borne its name creditably, and is now, as it ever has been, the hospitable home of thousands of guests from all parts of the world. Its solid walls, which have for so many years withstood the assaults of time, bid fair to continue long to afford kindly shelter to those wont to seek it here.

Mr. O. C. Barron, the son of a White Mountain hotel pioneer, and himself proprietor of the Fabyan House, is proprietor of the Quincy.



Hotel Belmont.

Hotel Belmont is a substantial and a handsome brick edifice, admirably situated on Virginia Avenue near the beach and the famous boardwalk. Erected but a year ago, it is equipped with all the most modern and approved hotel features, such as steam heat, electric lights, elevator, baths, etc. Its rooms and halls are ample, duly arranged, well ventilated and lighted, and tastefully furnished. The entire establishment is pervaded by an air of neatness, order and quiet, which render it specially attractive to guests.

The nearness of Hotel Belmont to the beach insures the freshest and coolest sea breezes and the greatest benefits to be gained from seaside residence. It is in the immediate vicinity of the various amusements and recreations of the resort.

As a retreat for those who seek the genuine realities of a home, Hotel Belmont offers excellent fare, real comforts and moderate charges.

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RAGGED

Webeck Har.

False Cape

Ship Har. Hd.

Byron Bay

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Holton Har.

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Narrows

Curry Cove

GEORGE I.

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Lake Melville

Goose Bay

Carters Basin

White Bear River

Eagle R.

Sandwich B.

C. Porcupine

Gurtwyhlt Har.

Narrou Har.

Porcupine Bay

Captain Bay

Hamilton River

Hawk Bay

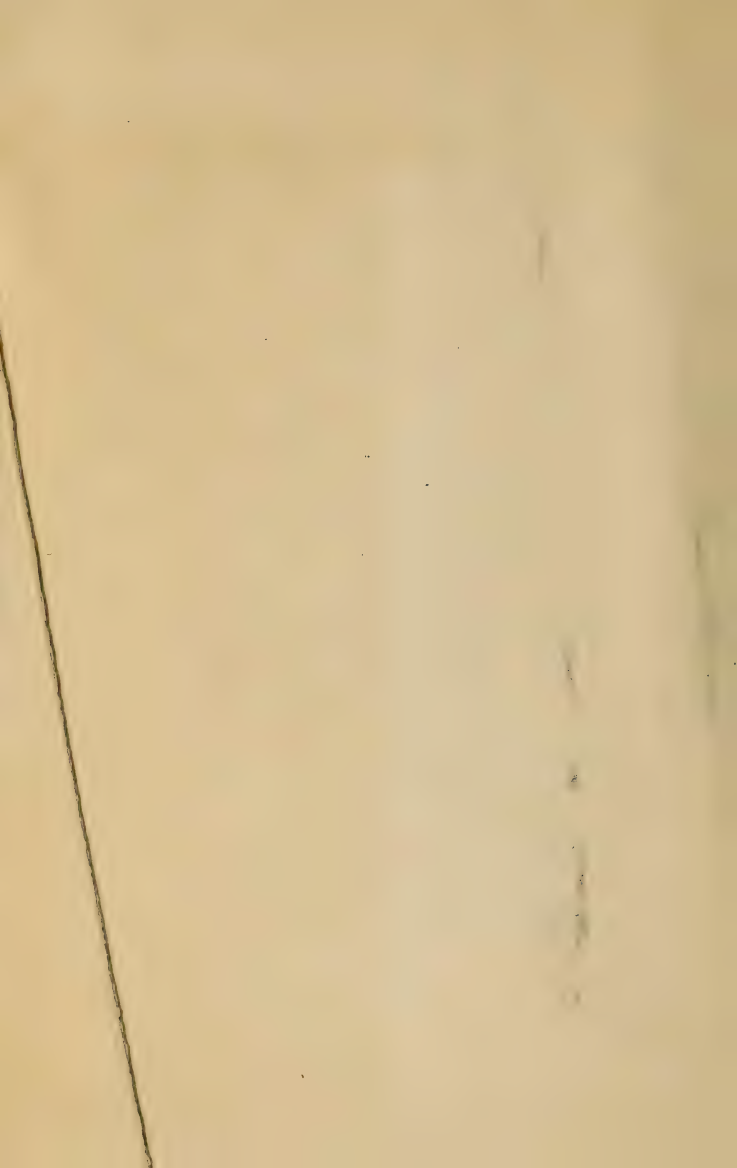
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